

This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

We also ask that you:

+ *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.

+ *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.

+ *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.

+ *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

About Google Book Search

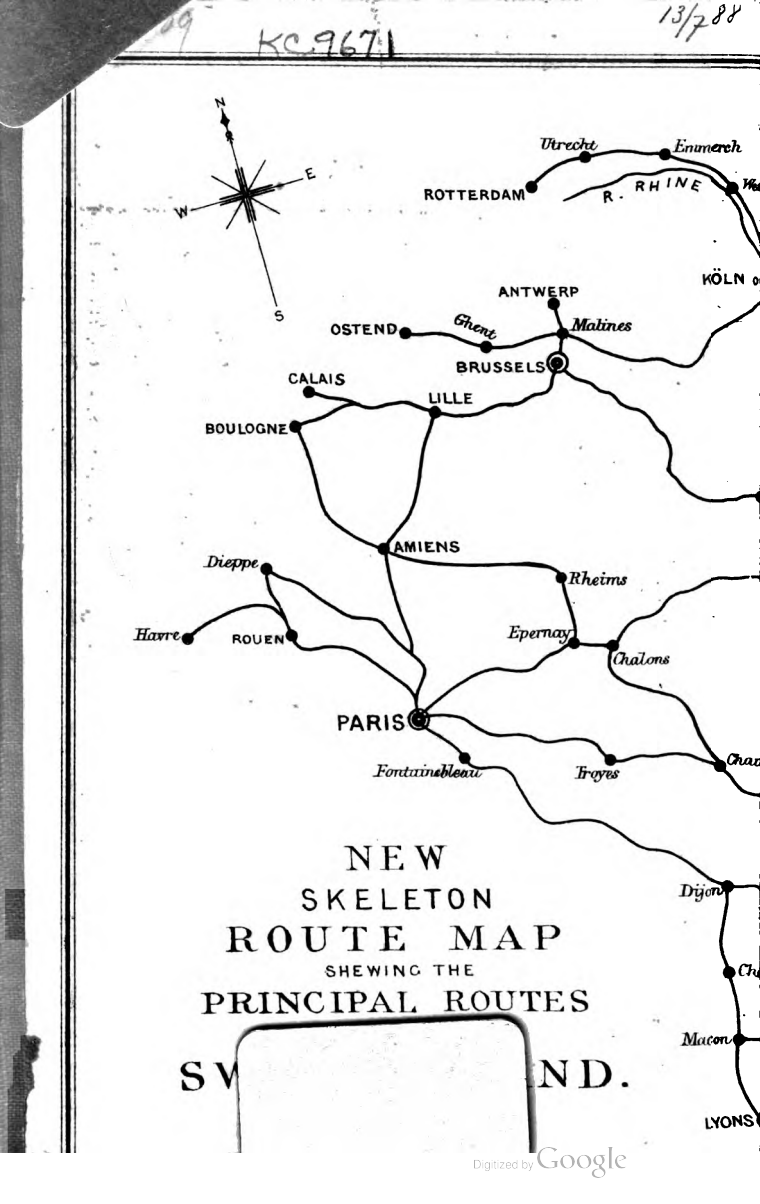
Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at `http://books.google.com/`

HN 6P3V J

THE J.E.M. GUIDE TO SWITZERLAND

Digitized by Google

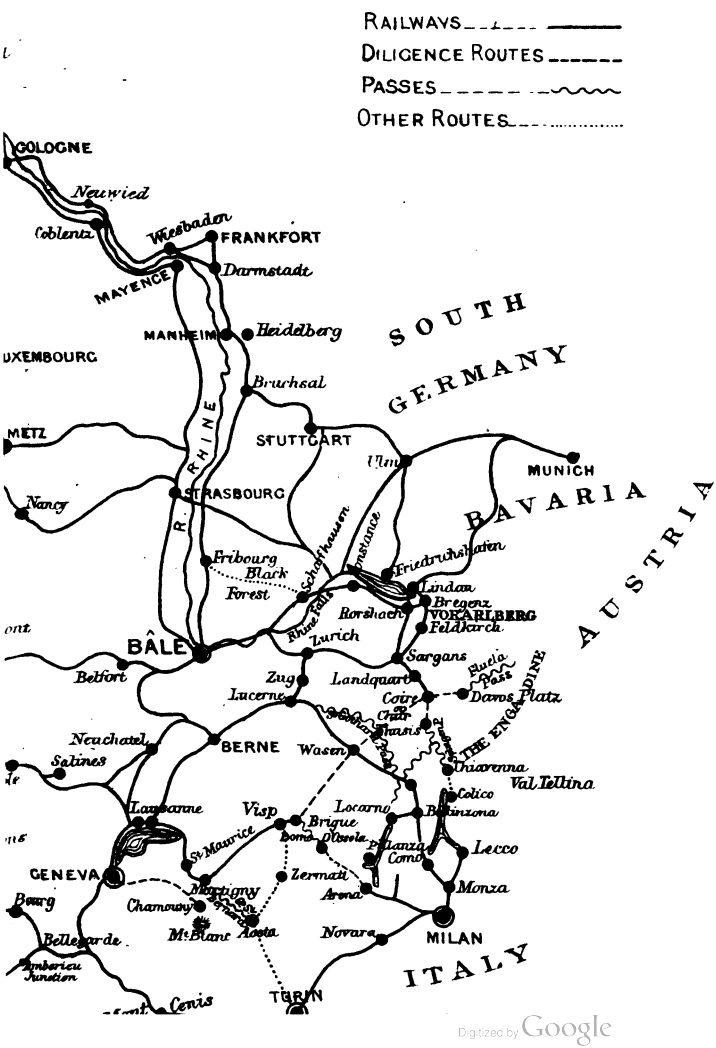
KC.9671



NEW SKELETON ROUTE MAP SHEWING THE PRINCIPAL ROUTES

SW[illegible]ND.

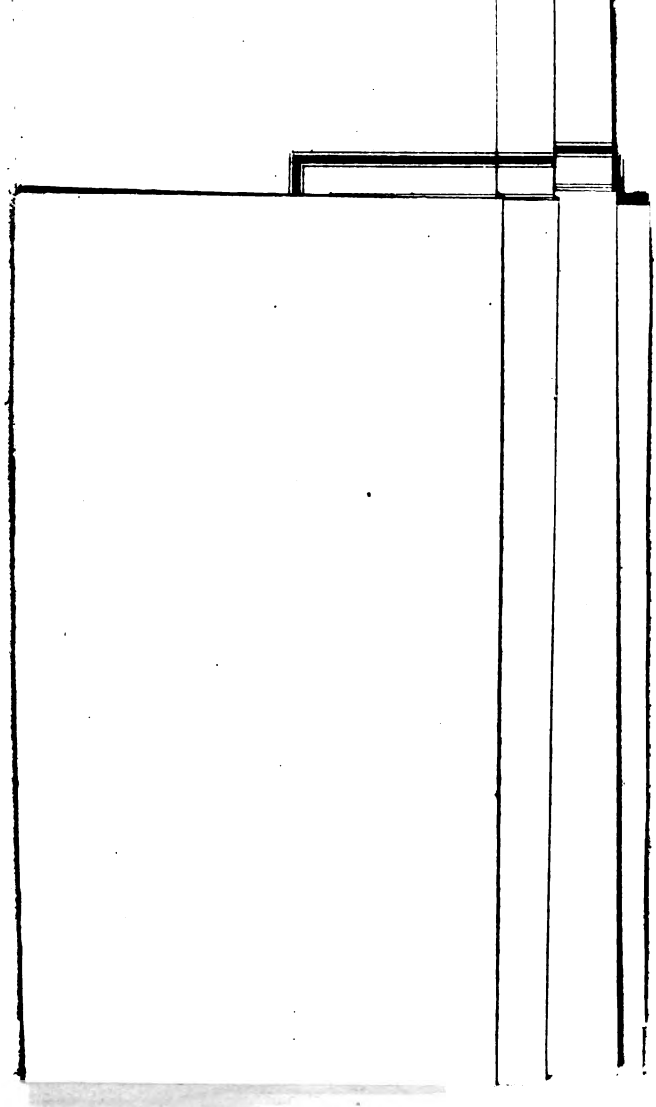
Digitized by Google



Digitized by Google

Digitized by Google

Digitized by Google



Digitized by Google

"The J. E. M."

GUIDE TO SWITZERLAND.

"THE ALPS AND HOW TO SEE THEM."

With a specially-designed Route Map, a new Map of Switzerland, Five Plans, Three Panoramas, a special Plan of St. Gotthard Railway, a Map of the Upper Engadine, a Map of the Pennine Alps, a Map of Maggiore District, Map of Diligence Routes from Chur, a Route Plan of the Black Forest District, and eleven Illustrations.

Special Articles on

GLACIERS.

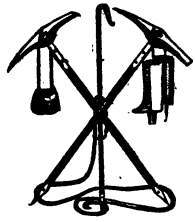
AVALANCHES.

MOUNTAINEERING.

THE

MOTHS AND BUTTERFLIES.

THE HOTELS.



Special Articles on

THE DRESS TO WEAR.

GUIDES.

THE BATHS AND SPRINGS.

THE BATTLE FIELDS OF ALSACE AND LORRAINE.

EDITED BY J. E. MUDDOCK, F.R.G.S.

Member of the French Alpine Club.

SIXTH YEAR OF PUBLICATION. SEVENTH EDITION, REVISED, AND CORRECTED TO DATE.

LONDON:

HAMILTON, ADAMS, & CO., PATERNOSTER ROW,

AND BY

J. E. MUDDOCK, GENEVA.

AND ALL BOOKSELLERS AT HOME AND ABROAD.

1887.

Digitized by Google

KC9671



"Filled with high mountains, rearing their heads as if to reach to heaven, crowned with glaciers, and fissured with immense caverns, where lie the eternal snows guarded by bare and rugged cliffs; offering the most varied sights, and enjoying all temperatures; and containing everything that is most curious and interesting, the most simple and most sublime, the most smiling and most severe, the most beautiful and the most awful; such is the Department of the High Alps."—LADOUCETTE.

Digitized by Google

PREFACE.

THE editor of this Guide has endeavoured to produce a practical, intelligible, interesting, and cheap Hand-book, and no efforts have been spared to fulfil these conditions. He has reason to think that he has taken a new departure in guide-book literature, and trusts that the general arrangement of the work will recommend itself for its simplicity, as well as for its comprehensiveness.

Commencing with Geneva, the traveller is carried through the country to Bâle; and, though each route forms a link in a great chain, these links may be easily separated without detriment to the whole, at the pleasure of the traveller, who has only to select the district he wishes to visit, and then turning to that section he will find all the information that it is necessary to have. The routes can also be reversed without the slightest difficulty, and even the most inexperienced person in Continental travelling may, with

Digitized by Google

the help of the "J. E. M." GUIDE, traverse Switzerland from end to end without once having to refer to any other book.

One of the features of the work is the numerous *Special Articles*, which, in a chatty and pleasant manner, convey much information not to be found in other Guide-books. Amongst these articles we need only enumerate those on the "Hotels and Pensions," "The Dress to Wear," "Mountaineering," "Avalanches," "The Moths and Butterflies," "The Baths and Springs," "The Battle-fields of Alsace and Lorraine," to show the variety of subjects dealt with.

The editor believes that no place of importance has been neglected, and nothing left unsaid that can possibly be of interest. In short, it is claimed for the book that it is a practical, and certainly the cheapest, Swiss Guide yet offered to the public. In addition to the subjects already enumerated, there are Itineraries for France, Germany, the Rhine, the Black Forest, and the Italian Lakes, thus making it a *complete* Hand-book in the fullest sense of the word.

The *heights* of mountains, towns, and villages have been taken from the best authorities.

Fares for carriages and steamboats and *fees* for guides are approximate only, as many circumstances naturally tend to alter them in the course of a year, while the tendency is always upward, owing to the increasing number of tourists who now flock to Switzerland during the season.

Digitized by Google

Where the word "good" is placed after the name of an hotel, the house may be relied upon as worthy of patronage, and where fuller praise is bestowed it is because it has been earned by fair dealing and attention on the part of the landlord.

London, 1881.

In issuing the seventh edition of this GUIDE, which has steadily grown in popularity year by year, the editor begs to return his very sincere thanks to the large number of correspondents who have so kindly favoured him with corrections and suggestions. The editor will at all times be glad to receive information, and he will not relax his endeavours to render the book thoroughly reliable, and deserving a continuation of the large measure of support which, up to the present, has been generously accorded to it.

London, 1887.

Digitized by Google

LIST OF MAPS, PLANS, PANORAMAS, AND ILLUSTRATIONS.

	Page
Special Route Map...	*inside front cover*
Map of Switzerland	... *facing title*
A Perilous Descent of the Aiguille du Midi	 45
Plan of Geneva	... *facing* 97
The Chapeau	 129
Panorama from the Görner Grat	... *facing* 155
Panorama from the Eggischhorn	... *facing* 166
Map of the Pennine Alps	... *facing* 174
Plan of Berne	... *facing* 202
The Jungfrau seen from Interlaken ...	 219
Lucerne from the Gütsch	 243
The Wytenstein, Lake of Lucerne ...	 247
Plan of Rigi Railway	... *facing* 250
Panorama from Rigi-Kulm	... *facing* 251
Sketch Plan of St. Gotthard Railway ...	... *facing* 261
View of the Titlis	 273
Plan of Zürich	... *facing* 279
Map showing Diligence Routes from Coire	... *facing* 309
The Entrance to the Via Mala	 312
Map of Davos	... *facing* 317
The Albula Pass	 327
Map of the Upper Engadine	... *facing* 331
The Roseg Glacier	 341
The Hermitage, Wildkirchli	 362
Constance seen from the Lake	 365
Sketch Map showing Route through Black Forest to Freiburg	... *facing* 369
Plan of Bâle...	... *facing* 371
Map of Lake Maggiore District	... *facing* 375

Digitized by Google

CONTENTS.

	Page
Switzerland and the Swiss People	i
Population	iv
Thermometer Tables	v
Measures of Length, &c.	vi
Comparative Value of Money	vi
National Fêtes	vi
The Lakes of Switzerland	vii
Alpine Vegetation	vii
Wheat Culture	viii
Alpine Animals and Birds	viii
Silk Trade of Switzerland	viii
Adulteration of Swiss Wines	ix
Newspapers of Switzerland	ix
Government of Switzerland	x
Rivers of Switzerland	x
Alpine Nomenclature	xi
Diligence Tables	xi
Railway Time Tables	xx
Hints to Tourists	xxii
GENERAL INFORMATION	xxiv
Months in which to Visit Switzerland	xxvii
Money	xxvii
Passports	xxviii
Expenses	xxviii
Pedestrianism	xxix
Diligences	xxix
Extra-post	xxx
Railways	xxx
Steamers	xxxi
Packhorses and Mules	xxxi
Carriages	xxxi
Post and Telegraph	xxxii
Analysis of factitious Honey	xxxii
THE ROUTES TO TRAVEL BY :—	
LONDON TO :—	
Paris	2
PARIS TO :—	
Aix-les-Bains	5
Bâle	5
Berne	5
Geneva	5
Lausanne	5
Neuchâtel	5

Digitized by Google

Page

THE ROUTES TO TRAVEL BY (*continued*):—

LONDON TO:—
Bremen 5
Hamburg 5
Cologne 5
Rotterdam 5
Antwerp 5
Brussels 5

HULL AND GRIMSBY TO:—
Hamburg 5
Bremen 5
Rotterdam 5
Amsterdam 5

LIVERPOOL TO:—
Antwerp 5
Rotterdam 5

LONDON TO:—
Baden-Baden (*viâ* Metz and Strasbourg) 9
Baden-Baden to Bâle (*viâ* Offenburg and Black Forest Railway to Neuhausen, for Falls of the Rhine, or *viâ* Singen for Constance) 10

THE RHINE ROUTE:—

LONDON TO:—
Rotterdam 11
Cologne 11

COLOGNE TO:—
Bonn (by rail)... 13
Bonn (steamer) 13
Godesberg 13
Königswinter 14
Rolandseck 14
Oberwinter 14
Rheinbreitoach 14
Unkel... 14
Remagen (excursion up valley of the Ahr) 14
Linz 14
Brohl 14
Andernach 14
Neuwied 14
Weissenthurm 15
Mühlhofen 15
Kesselheim 15
Neuendorf (fortress of Ehrenbreitstein near by) ... 15
Coblentz (Ems ½ hour distant) 15
Oberlahnstein... 17
Rhense 17
Braubach 17
Marksburg 17
Boppard 17
Salzig 17

Digitized by Google

Page

THE RHINE ROUTE (*continued*):—
St. Goar (Lurlei Rock) 17
Oberwesel 18
Kaub 18
Bacharach 18
Lorch 18
Assmannshausen 18
Bingen 18
Geisenheim 18
Johannisberg 18
Eltville 19
Biebrich 19
Castel... 19
Mayence (Mainz) 19
(From Mayence, travellers for Switzerland may take train for Frankfort, thence *viâ* Heidelberg and Stuttgart, and across Lake Constance, to Rorschach or Constance.)
Frankfort 19
Homburg 20
Heidelberg 21
Bruchsal (junction for Bâle or Stuttgart) 21
Stuttgart 21

SPECIAL ARTICLES.

The Battle-fields of Alsace and Lorraine 22
Hotels and Pensions 38
Mountaineering 42
What to Wear 49
Glaciers: their Origin and General Features 52
The Moths and Butterflies of Switzerland, and how to Collect them 61
Avalanches 83
The Baths and Springs of Switzerland 88

THE ALPS: AND HOW TO SEE THEM.

ROUTE
1. Geneva 97
Tour of Lake in one day:—Versoix, Coppet, Nyon, Rolle, Morges, Ouchy, Lausanne, Vevey, Montreux, Chillon and Villeneuve 102
2. Villeneuve to Martigny in Rhône Valley 108
3. Martigny to Aosta by the Col de Fenêtre 111
4. Geneva to Bouveret 112
5. Bouveret to St. Maurice 113

Digitized by Google

ROUTE Page

6. Round Tour: Geneva to Aix-les-Bains, Chambery, and back to Geneva 114
7. Chamousset to Turin, over Mont Cenis 118
8. Geneva to Chamounix 119
 Rail routes, distances, and fares from Geneva to Bâle, Berne, Brieg, Interlaken, Lausanne, Lucerne, Neuchâtel, Visp 122
9. Chamounix 123
10. Tour of Mont Blanc 132
11. Courmayeur 139
12. Aosta 141
13. Cogne 143
 Val Savaranche excursions, and ascents therefrom ... 144
 Round Tours, embracing most of scenery so far described 145
14. Part of the Rhône Valley :—
 Martigny to Visp and Zermatt 146
15. Visp to Zermatt 148
16. Zermatt 151
 Excursions and ascents from Zermatt, glacier expeditions, passes from Zermatt 153-154
17. The Riffelberg 155
18. Tour from Zermatt to Macugnaga, round Monte Rosa 156
19. Macugnaga 157
 Ascents and excursions from Saas 158
20. The Rhône Valley (*continued*) :—
 Visp to Brieg, thence by Simplon to Italian Lakes 160
21. The Simplon 161

THE UPPER VALAIS.

22. Brieg to the Rhône Glacier, the Eggischhorn, the Furka and Grimsel Passes 166
23. Ulrichen to Domo d'Ossola by the Gries Pass ... 168
24. The Rhône Glacier 171
25. Grimsel Hospice 172
 Ascents and cross routes 172-173
26. Martigny to Aosta by the Great St. Bernhard ... 173
 Cross route to Courmayeur by the Col de Ferret ... 175
 The Hospice, description of 176
 Cross routes from Hospice to Martigny, also to Courmayeur 177
27. Aosta to Sion by Prarayen, the Col de Colon, the Val d'Herens, and Evolena 178
28. Sierre to Zinal by the Val d'Anniviers 179
 Excursions and ascents from Zinal 180

Digitized by Google

ROUTE Page

29. St. Luc to St. Niklaus in Visp Valley 181
30. Bex to Sion by Col de Cheville 181
31. The Rhône Glacier to Andermatt by the Furka Pass 184
32. The St. Gotthard Pass... 185
Ascents from the Hospice 186
Cross routes from Airolo 186
Cross route from Biasca to Disentis 187
33. Andermatt 188
Andermatt to Lucerne, Reichenau, and Coire ... 188

BERNESE OBERLAND SECTION.

34. Thun 189
The Niesen 191
35. Thun to Sion (in the Rhône Valley) by the Rawyl Pass 192
36. Thun to Leuk by Pass of the Gemmi 193
Cross route to Interlaken 193
37. The Upper Lotschenthal (*little known*) 195
Ried, ascents and passes from 195
Baths of Leuk... 196
38. Thun by Simmenthal to Saanen 198
Geltenberg Glacier 199
39. Saanen to Aigle by Col de Pillon 200
Excursions and ascents from Les Plans 200
Excursions from Le Sepey 201
40. Berne 202
Rail routes and fares to places in Switzerland ... 202
Cross routes to Lausanne, Morat, Bulle 205
41. Bulle to Montbovon by the Moleson... 206
42. Montbovon to Château d'Oex 206
43. Château d'Oex to Aigle 207
44. Montbovon to Montreux or Vevey, by the Pass of the Jaman 207
45. Soleure to the Weissenstein 207
46. Berne to Bâle by Herzogenbuchsee 209
Cross route to Soleure 210
47. Neuchâtel 211
48. Neuchâtel to Bienne 212
49. Bienne to Bâle by the Munsterthal 214
Court cross route to Reuchenette by the Montoz ... 215
50. Neuchâtel to Lausanne and Geneva 216
51. Neuchâtel to Berne 218

Digitized by Google

ROUTE Page

52. Thun to Interlaken 218
53. Interlaken 218
Excursions and ascents 221-222
54. Interlaken to Lauterbrunnen 222
Excursions and cross routes 223
55. To Mürren by the Upper Valley 224
Fall of the Schmadribach 224
Ascent of the Schilthorn 225
56. The Wengern Alp 225
57. Interlaken to Grindelwald 226
58. Grindelwald 226
Excursions and ascents 227
The Jungfrau, the Silberhorn, the Finsteraarhorn, the Wetterhorn... 228-231
The Great Schreckhorn 232
Glacier passes to Grimsel Hospice 232
Glacier passes from Grindelwald to Eggischhorn ... 232
59. Grindelwald to the Faulhorn 233
60. Grindelwald to Meiringen 233
61. Meiringen to Brienz 234
62. Brienz 234
63. Brienz to Lucerne by the Brunig 235
Ascent of Pilatus 236
64. Meiringen to the Grimsel Hospice 237
65. Meiringen by the Joch Pass to Engelberg 238
66. Meiringen by Susten Pass to Wasen... 239

LUCERNE SECTION.

67. Lucerne... 241
Distances and fares to other places 241
68. The Lake of Lucerne 244
Brunnen, excursions and cross routes from 246
69. Ascent of the Rigi 249
70. Lucerne to Bâle 252
Olten, excursions from 253
71. Olten by Aarau and Brugg to Waldshut 253
72. Lucerne or Zug to Arth, Schwyz, and Brunnen ... 255
73. Arth to Schwyz and Brunnen 256
Lake of Lowerz 257
74. The Muottathal 257
Cross route from Muotta to Glarus, also to Vorauen by the Pragel 258
Glarus... 258
Ascents and excursions from Glarus 258
75. Brunnen or Schwyz to Einsiedeln 259
The Egeri Lake 259
Einsiedeln 260

Digitized by Google

ROUTE Page

76. Lucerne to Bellinzona and Locarno by St. Gotthard Pass 261
The St. Gotthard Tunnel and St. Gotthard postal service, description of 264-268
77. The Maderaner Thal 270
Excursions and ascents from the Alpenclub Hotel ... 270
78. Lucerne to Engelberg 271
Stanesstadt 271
Engelberg, sights, excursions, and ascents 272
Cross routes 275
79. Lucerne to Berne by the Entlebuch and Emmenthal 276
80. Lucerne by the Brunig, Brienz, Interlaken, and Thun 277
81. Lucerne to Zürich by Zug 277
82. Lucerne to Zürich by Horgen... 277
83. Lucerne to Zürich by the Albis 278

ZÜRICH SECTION.

84. Zürich 279
Rail routes, distances, and fares to other places ... 279
85. The Lake of Zürich 285
86. From Zürich to Ragatz and Coire 287
Lake of Wallenstadt 288
Cross route to Wildhaus 289
Ragatz, Bad-Pfaffers 290-291
Zürich to Glarus and Stachelberg 293
87. Elm 293
Excursions and ascents from Stachelberg 295
Ascent of the Tödi 296
88. Altorf by the Klausen Pass 297
89. Zürich to Haag and Buchs, in the Rhine Valley, by the Toggenburg 298
90. Zürich to Rorschach and Constance 299
91. Zürich to Friedrichshafen 299
92. Zürich to St. Gall 300
93. St. Gall to Ragatz 301

COIRE SECTION.

94. Andermatt to Coire (*connecting preceding routes with Splügen Pass, Davos, Rhône Valley, and Lucerne*) 301
Disentis 302
Excursions, ascents, cross routes 303
95. Disentis, by the Lukmanier, to Biasca 303
96. Coire 307
Sights and excursions 308

Digitized by Google

ROUTE Page

97. Coire to Chiavenna (*Italy*), *viâ* Thusis and the Splügen 309
Thusis 309
Excursions and ascents from Thusis 310
The Via Mala, description of 313
Splügen, route to Chiavenna, description of 315
Bernardino, route to Bellinzona, description of ... 315
98. Coire to Davos Platz by the Strela Pass 317
99. Coire to Davos Platz by Lenz and Wiesen... ... 317
100. Coire to Davos Platz by Schynstrasse and Tiefenkasten 318
Wiesen 319
Davos Platz 319
Excursions, ascents, and cross routes from ... 320-321
101. Davos to Landquart by the Prättigau 322
Seewis 323
102. Tiefenkasten to Samaden by the Julier 325
Molins, cross routes and ascents from 325
Stalla, cross route to Andeer 326
103. Coire to Ponte by the Albula Pass 326
Bergün, ascent of Tinzenhorn... 329

THE ENGADINE SECTION.

104. The Engadine... 331
105. Chiavenna to Samaden *viâ* the Val Bregaglia and the Maloja 333
Bondasca Glacier 333
Vicosoprano, excursion and ascent from 333
Sils 334
Sils Maria, excursions, ascents, and cross routes from 336
Silva Plana, Campfer, St. Moritz, Samaden, Pontresina 337-340
Excursions and ascents from Pontresina ... 340-346
Engadine round tours... 346
106. Samaden to Schuls and Baths of Tarasp 346
Tarasp 349
Schuls, ascents and excursions from 349
107. Nauders (Stelvio Pass, route for the Tyrol) ... 349
Bludenz, excursions and ascents from 351
108. Round Tour 352
Poschiavo, Brusio, Tirano 353
109. Tirano to Colico by the Val Tellina... 354
110. Tirano to Nauders by the Stelvio 355
The Ortler, ascent of 358

LAKE CONSTANCE SECTION.

111. Nauders to Constance and Rorschach 358
Rorschach, Lake of Constance, Bregenz, Lindau, Friedrichshafen 359-360

Digitized by Google

ROUTE Page

112. Rorschach to Heiden, Gais, and Weissbad 360
Excursions, ascents, and cross routes from Weissbad... 363

113. Rorschach to Constance 363
Description of Constance, with excursions and routes therefrom 363-367

114. Schaffhausen : Falls of the Rhine 367

115. Schaffhausen to Freiburg by the Hollenthal ... 369
Schaffhausen to Zürich 370

116. Zürich to Bâle by the Botzberg Railway 370
Baths of Baden 370

117. Bâle 371
Rail routes, distances, and fares from Bâle to other parts of the Continent 373-374

THE ITALIAN LAKES.

118. Lake of Como (*connects with Splügen and Engadine routes*) 375
Milan 376

119. Lake Maggiore and Borromean Islands (*connecting with Simplon and St. Gotthard routes*) ... 377

120. Lake of Orta 379
Orta to Pella (by boat) and Varallo 380
Cross routes from Varallo to Arona, Alagna, Macugnaga 380
Bellinzona 382

121. Bellinzona to Lugano, thence to Como and Milan... 383
Lugano 383

122. Round Tour of seven or eight days to embrace the Italian Lakes, Milan, and two of the great Alpine Passes 384

123. Turin (*connecting with Mont Cenis and Geneva*) ... 386
Fares and distances from Turin to Milan, Rome, Paris, Geneva, Genoa, Florence, Cuneo, Arona, Aix-les-Bains, Annecy, Mentone, San Remo, Venice ... 387

VOCABULARY 388

INDEX 392

SPECIAL INDEX TO ADVERTISERS i

OPINIONS OF THE PRESS iii

ADVERTISEMENTS ix

Digitized by Google

Digitized by Google

THE "J. E. M." GUIDE.

SWITZERLAND AND THE SWISS PEOPLE.

SWITZERLAND:—Old name, *Helvetia;* French, *Suisse;* German, *Schweiz;* Italian, *Svizzera.* It is a small country of central Europe, and the only European State without sea coast. It lies N. of Italy, E. of France, due S. and W. of Germany; between latitude 45° 48′ N., and 47° 50′ N., and longitude 60° E. and 10° 30′ E. Length from E. to W. is 215 miles; breadth, 140 miles; greatest length, namely, Geneva to Schaffhausen, 240 miles. The Jura mountains occupy a part of the N.W. districts, while the main chain of the Alps and its various branches traverse the rest of the country, only a small portion of which is fit for cultivation.

To give anything like a detailed history of Switzerland in the limits of a work of this kind is out of the question, but the following brief particulars will, no doubt, be found interesting. In pre-historic times the country was peopled by a race of whom little is known beyond the fact that they occupied dwellings built on piles in the lakes. Of late years, many interesting relics of these lake dwellings have been discovered, and are now preserved in the various museums.

At one period Switzerland was inhabited by two races,—the Helvetii, occupying the north-west, and the Rhætians, occupying the south-eastern portions. About the year 44 B.C. the Romans first invaded the country, and there were long and bloody wars between them and the occupiers, who were ultimately defeated. Roman laws were then introduced, and the great roads over the St. Bernhard, Julier, Septimer, and Splügen were formed. The Romans, however, did not long remain in undisturbed possession of their conquest,

Digitized by Google

for soon there poured into the country hordes of wandering and warlike people, including the Burgundians, who took possession of the west; the Alemanni, the country east of the Aar; and the Ostrogoths, of the south. These various races were constantly at war with each other, and this want of unity gave the Franks an opportunity of asserting their sway, which they did after long and desperate fighting. The Franks governed the country by various officers of high rank, who introduced Christianity and founded several monasteries. At a later period the Saracens and Arabs overran the land and committed the greatest devastation, and the Franconian empire was dissolved. Subsequently, east Switzerland fell to Swabia, and the west to Burgundy; this was about 917 A.D. During the eleventh and twelfth centuries the German emperors became ambitious of making their power felt, and, having fought their way in, took possession, and set up as their vicegerents the Dukes of Zähringen, who founded many towns, including Freibourg and Berne. The thirsting ambition of these dukes caused them to be at constant enmity with the Burgundian nobility, and the power of the emperors commenced to gradually decline. The nobles, spiritual and temporal, then commenced to quarrel amongst themselves, and greed of gain and power led to terrible times. Many of the country people had succeeded in preserving their freedom from serfdom, but in order to ensure their safety they were at last forced to enter into compacts with the feudal owners of the land. It thus came about that an insignificant family, the Counts of Hapsburg, acquired power over Zürich and the cantons of Uri, Schwyz, and Unterwalden. A member of this family, Count Rudolph, eventually succeeded in building up an empire and placing himself on the throne in 1273. When he died (1291) his son Albert succeeded him; he was a greedy, unprincipled, and grasping man, and made desperate efforts to extend the power of his empire, and with this view he introduced Austrian bailiffs, who were instructed to leave nothing undone that would tend to break the proud and naughty spirit of the free Switzers. As a result, oppression, cruelty, insult, and barbarous laws followed, and the wretched people groaned beneath the dreadful galling of this foreign yoke. When it had become so heavy that it could no longer be borne, the legendary hero, "William Tell," arose, and "the three men of Grütli" (mentioned on page 246); they stirred up the warlike feelings of the people of the "three cantons," who rushed enthusiastically to arms, and expelled the Austrians. Albert was subsequently assassinated by John of Swabia in 1308, and a charter of independence was given to the Forest Cantons. The Hapsburgers regarded this with great disfavour, and, gathering together a large army, they marched against the Cantons, but were defeated at Morgarten (*see* page 259) in 1315. Again and again did the Hapsburgers seek to subjugate the country; but on every occasion they were defeated by the Switzers—notably at *Sempach* (*see* page 252) in 1386, at *Näfels* (*see* page 293) in 1388, and at the *Stoss* (*see* page 246). In the Burgundian Cantons the nobles grew alarmed at the increasing importance and power of the town, and, banding themselves together, they marched against Berne, but the citizens met them at *Laupen* (*see* page 205), and inflicted a crushing defeat upon them. In 1354 eight independent districts, including

Digitized by Google

several towns, founded a confederation, which, growing in strength, opposed itself to the House of Hapsburg and came off victorious. Later still, Charles the Bold, Duke of Burgundy, suffered a crushing defeat at the hands of the Swiss at the battle of *Grandson*, 1476 (*see* page 217), *Morat* same year (*see* page 205), and *Nancy*. In 1499, during the Swabian War, the Swiss once more achieved a triumph at *Dornach* (*see* page 216), and gained their complete independence; though, nominally, they recognised the empire until 1648.

At the beginning of the sixteenth century, Zwingly, the reformer, began to take a prominent position, and the cause of the Reformation was warmly espoused; but it led to a period of bloodshed and brutal reprisals on both sides, and a large number of leading people were cruelly given over to torture and the flames. In 1531 the Reformers and Roman Catholics met at Kappel (*see* page 278) where a bloody battle was fought. Zwingly, at the head of only 2,000 men, opposed himself to the enemy, who were 8,000 strong. The battle commenced in the afternoon of October 11th, 1531, and resulted, after a stubborn resistance, in the annihilation of the Protestants. Zwingly was wounded, and, as he lay on the ground in great agony, a Catholic soldier, not knowing who he was, told him to confess. Zwingly could not speak, but shook his head and raised his eyes to heaven, whereupon the soldier stabbed him to death. The spot where this event took place is marked at the present day by a large stone which stands close to Kappel at the foot of the Albis (*see* page 278). His corpse was subsequently recognised, and, after being subjected to great indignities, was burnt with the body of an unclean animal, and the ashes cast over the battle-field. Where the fire was made there is now a large monument bearing the inscription:—

They may kill my body, but not my soul.

Subsequently civil war ensued, which led to the French Republic stepping in and annexing the country, though they did not do this without some desperate fighting at Stansstadt (*see* page 271) and Rothenthurm. Napoleon I. restored the cantons in 1803, and in 1815 the whole constitution was remodelled. Then came the revolution of 1830, followed by the civil wars of the Sonderbund—that is, the separate leagues; but in 1848 a new Federal Constitution was founded. Since then peace and prosperity have favoured the country, which, we trust, may never again be desecrated and devastated by the horrors of war.

The following table gives the population of the various cantons at the last census:—

Digitized by Google

POPULATION, AT LAST CENSUS, 1880.

CANTONS.	Rom. Cath.	Protest.	Jews.	Sects.	Totals.
1. Zürich	30,298	283,134	806	3,338	317,576
2. Berne	65,828	463,163	1,316	1,857	532,164
3. Lucerne	129,190	5,402	152	62	134,806
4. Uri	23,149	524	7	14	23,694
5. Schwyz	50,266	954	7	8	51,235
6. Unterwald ...	26,979	367	2	—	27,348
7. Glarus	7,065	27,097	7	44	34,213
8. Zug	1,218	21,734	27	15	22,994
9. Freiburg	97,113	18,138	104	45	115,400
10. Soleure	69,008	17,130	139	147	80,424
11. Bâle (town) ...	19,286	44,238	830	747	65,101
Bâle (country)	12,099	46,679	233	270	59,271
12. Schaffhausen ...	4,165	33,890	30	263	38,348
13. Appenzell:					
Ausser-Rhoden	3,694	48,088	18	158	51,958
Inner-Rhoden	12,294	545	1	1	12,841
14. St. Gallen ...	126,177	83,429	380	505	210,491
15. Grisons	41,753	53,139	38	61	94,991
16. Aargau	88,914	108,029	1,236	466	198,645
17. Thurgau	27,122	71,821	120	489	99,552
18. Ticino	130,093	356	11	317	130,777
19. Vaud	18,169	219,439	578	544	238,730
20. Valais	99,327	854	—	35	100,216
21. Neuchâtel ...	11,712	91,040	677	303	103,732
22. Geneva	51,620	48,310	671	994	101,595
Total	1,161,055	1,666,984	7,380	10,683	2,846,102
Census of 1870	1,084,665	1,566,001	7,007	11,430	2,669,095
Increase ...	76,390	100,983	371	737	177,007

IT is computed that Switzerland has a population of 165 persons, on the average, to the English square mile. The canton of Geneva is the most crowded, as here there are 890 to the square mile, while the canton of Grisons has only 33. A little over 50 per cent. of the entire population are Protestants; the rest are composed of Jews, Roman Catholics, and Sectarians. The principal language is German, which is spoken by about 700 persons out of every 1,000. The next is French, which is spoken by 185 in every 1,000; Italian, by 70 in every 1,000; and Romansch, by 45 in every 1,000. There are about 558.000 households in Switzerland; of these 465,000 possess land. Notwithstanding this apparent prosperity there is much poverty in the country, and about 1 out of every 20 persons is dependent on charity for his existence.

In German Switzerland there are three universities; namely, at Bâle,

Digitized by Google

Berne, and Zürich. The number of students is only 1,000, and these give employment to 120 professors and 35 private tutors. In French Switzerland there are two academies; namely, at Lausanne and Neuchâtel, and at Geneva a university. These have chairs of jurisprudence, philosophy, and theology. They employ 50 professors, and are attended by about 400 students. The private educational establishments throughout the country are almost innumerable, and while many of them are, no doubt, inferior, the majority are excellent, and offer very decided advantages that are well worth the attention of English people. The wealth of Switzerland may be said to be fairly divided. The Protestant cantons are the most prosperous, and present a marked contrast to many of the Catholic cantons. The people, although generally long-lived, do not preserve their youth very long. This is especially the case with the women, who before they are thirty years of age commence to decline. Goitre and crétinism are very prevalent in the higher valleys. The dreadful disease of goitre is attributed to the drinking of snow water, but it is far more probable that it is super-induced by bad food and the filthy manner in which many of the people live. Cretinism is the result of close intermarrying.

THERMOMETER TABLES, &c.

REAUMUR and Centigrade are used on the Continent. They are both simpler than Fahrenheit. To convert degrees of Réaumur into Fahrenheit, if *above* freezing-point, multiply by 2¼ and add 32°; if *below* freezing-point, multiply by 2¼ and subtract from 32°.

To convert degrees of Centigrade into those of Fahrenheit, multiply by 1⅘, and add 32° if *above* freezing-point, or subtract if *below* it.

THERMOMETERS.

Réaumur.	Centigrade.	Fahrenheit.	Réaumur.	Centigrade.	Fahrenheit.
80	100	212	28	35	95
76	95	203	24	30	86
72	90	194	20	25	77
68	85	185	19	24	76 Summer
64	80	176	16	20	68
60	75	167	12	15	59
56	70	158	10	13	55 Temperate
52	65	149	8	10	50
48	60	140	4	5	41
44	55	131	3	4	39
40	50	122	2	3	37
36	45	113 Fever	1	1¼	35
32	40	104	0·8	1	33
29	37	98 Blood	0·0	0	32 Freezing

NOTE.—The above tables have been corrected by Messrs. Negretti & Zambra.

Digitized by Google

KILOMETRES AND MILES.

Kilomètre		Miles.	Mile		Kilomètres.
1	is equal to	0·621.	1	is equal to	1·609.

METRES, YARDS, AND FEET.

Mètre		Yard		Feet.
1	is equal to	1·09	or	3·281.

COMPARATIVE VALUE OF MONEY.

An English sovereign is worth 25 francs 25 or 30 centimes, according to the rate of exchange, which varies very much, and sometimes is down to 10 centimes.

A napoleon is worth 15 shillings and 9 pence, or 20 francs.

English shillings are not generally accepted; where they are taken only 1 franc is allowed for them.

NATIONAL FETES HELD IN SWITZERLAND.

THESE are, Wrestling, Singing, and Shooting. The first-named is held annually; the two last, every alternate year. The places in which these fêtes take place change every year, and are invariably announced by public advertisement. The targets for the rifle meetings are maintained at the expense of the government, and the general meeting is known as the "Tir Fédéral." In the wrestling-matches, canton is matched against canton, and a considerable amount is given away in prizes. Besides the general fêtes there are numerous local fêtes, of which we append a list:—

1st.—In Zürich, "Bertholds-Tag," on the first Monday following Easter.

2nd.—Easter Monday, an egg feast in Chur.

3rd.—First Sunday in May, the men of the canton Uri assemble at the Schächenbrücke, dressed in ancient costume. This is a particularly interesting sight.

4th.—Friday after Ascension there is a grand procession of boats on the Lake of Lucerne to Tells-Platte, by representatives of the "three cantons."

5th.—On the 29th of June there is a wrestling-match at Schüpfbein, in Entlebuch.

6th.—On the Sunday following 6th of July, wrestling-fête on the Seealp, in Appenzell.

Digitized by Google

7th.—July 22nd. Wrestling-matches on the Rigi.
8th.—July 25th. Wrestling on the Basteralp, near Weissbad.
9th.—July 26th. Wrestling at Saxeln, and at Engstlenalp, near Meiringen.
10th.—August 1st. Wrestling in Kern, near Sarnen.
11th.—The first Sunday after 1st of August. Wrestling on the Tannalp, near Meiringen.
12th.—In the middle of August (no fixed date). Wrestling at Interlaken.
13th.—August 15. Wrestling on Mont Joli, near the Kapelle of Notre Dame de la Gorge.
14.—Second and last Sundays in August. Wrestling at Ermetegg, in Entlebuch.
15.—September 8. Festival of the Virgin in Locarno, canton Tessin.
16.—September 14. Great pilgrimage to Einsiedeln.
17.—First Sunday after 21st of September this pilgrimage is repeated.
18.—September 29. Wrestling at Schüpfheimer Berg.

THE LAKES OF SWITZERLAND.

THESE are—Constance, Geneva (or Lake Leman), Zürich, Brienz, Thun, Neuchâtel, Morat, Bienne, Lucerne (Lake of the Four Cantons), Wallenstad, Sempach, Zug, Sarnen, and Silser; besides numerous very small ones, many of them being mere mountain tarns. The highest of the large lakes is Brienz, 1,892 feet above the sea; it is eight miles by two. Then come Thun, 1,872 feet; Leman, 1,230 feet, fifty by seven; Constance, 1,306 feet, forty-two by five to thirteen; Lucerne, 1,406 feet; Zürich, 1,342 feet; Neuchâtel, 1,427 feet; Zug, 1,369 feet.

ALPINE VEGETATION.

THE vine flourishes in most of the lower valleys, and to the height of about 2,200 feet. From 2,200 feet and up to 2,700 feet are found the oak forests. In the lower part of this belt the apple and walnut flourish, and in the higher the hazel, linden, birch, and cherry.

From 2,700 feet to 6,400 feet is found the pasturage for the vast flocks of sheep and herds of cattle that spend the summer months on the Alps. Barley and oats are also cultivated between these altitudes, but are not cut until late in the season.

Beyond 6,700 feet the snow regions are reached. Here flourish in profusion the beautiful Alpine rose, and a low, sweet, succulent herbage, that affords capital feeding for goats. Beyond 7,500 feet little more than moss is found, though of this there is a great variety, and a few hundred feet further the line of eternal snow is attained, and all vegetation ceases.

Digitized by Google

WHEAT CULTURE.

THE area of wheat culture in Switzerland is rapidly decreasing. In fact, the country raises but two-fifths of the amount annually consumed, leaving the remainder to be imported, mainly from the United States, Russia, and Austro-Hungary.

ALPINE ANIMALS AND BIRDS.

THE principal are the chamois and steinbock, or wild goat, which inhabit the high regions, and, unless pressed by hunger, never descend into the valleys. The marmot is common to all parts of Switzerland, though it loves the rocky solitudes of the high regions, where its shrill and peculiar whistle often breaks with startling suddenness on the ear of the traveller. It is a small and interesting animal, and easily tamed if taken young. It burrows in the ground like a rabbit, though it prefers to make its hole under a rock. Its flesh is eaten by the peasants, and considered a delicacy. The bear still lingers in the Engadine, and is occasionally but rarely found in other parts of the canton of the Grisons. Foxes are common everywhere, and are ruthlessly shot by the peasants. There are several varieties of squirrels, and they are common all over the country. Weasels, ermines, and moles are also very common, and the mountain hare (*Lepus variabilis*) is abundant right up to the limit of the vegetation. The wolf, which at one time was common, has now entirely disappeared. Crows, jackdaws, wood-owls, the buzzard, a species of vulture, sparrow-hawks, and choughs are also common; and golden eagles, in considerable numbers, still make their home amongst the inaccessible crags of the high Alps. Of the small song-birds common to our English woods there are very few specimens in Switzerland. We believe that there are only two reptiles (if we exclude frogs and toads) found in the country, and they are the black salamander (*Salamandra atra*) and a small species of adder, which is very rarely seen.

THE SILK TRADE OF SWITZERLAND.

THE silk trade of Switzerland gives employment to 70,000 hands, one-third of whom are engaged in the ribbon branch. The products in this branch reach a yearly value of 130,000,000 francs, about 85 or 90 per cent. being for export. In the treaty with France mixed silk and cotton goods are taxed 300 francs per 100 kilos. On the other hand, pure silks are duty free, and the duty on ribbons has, in the majority of cases, been

Digitized by Google

reduced one-half. The factory inspectors report that the new tariff will be favourable to 185,000 operatives, and against the interests of 8,167. Of these 5,000 are in the curtain trade, 2,700 in the woollen branches, and 167 in the flax and linen industry. The power-looms in the Swiss cotton trade now number 22,000, those in the silk branch 5,000, in the woollen mills 258, and for flax 18. As no woollen goods are sent to France, and the tariff on the imports of these textiles was raised 60 per cent., this protective duty will fall on the general consumer in Switzerland.

ADULTERATION OF SWISS WINES.

TRAVELLERS in France are generally advised when they drink *vin ordinaire* to take the white wine by preference, as from its colour it is less likely to be the subject of adulteration. In Switzerland, however, the adulterator shows great impartiality for colour, and exercises his craft with great liberality and fairness. Plaster of Paris is the principal ingredient, and Swiss wines have hitherto been largely plastered. With us plaster of Paris is used rather by confectioners than by wine merchants, and constitutes the principal adulteration for comfits and all opaque sweeties. The plaster of Paris is cheaper than sugar, and does duty for it. But in wines a chemical process results. The sulphate in the plaster decomposes the tartrate in the wine, and sulphate of potash is formed, which leads to results prejudicial to the health of the consumer. The Swiss Government has accordingly followed the French in limiting the extent to which wine may be plastered. Wholesale adulteration, even where it is avowed, is not permitted. An immense quantity of the wine sold in the country is made from dried raisins and sugar.

THE NEWSPAPERS OF SWITZERLAND.

ACCORDING to a recent official return, Switzerland possesses 307 political papers and official gazettes, published in 158 cities, towns, and villages. Of these 86 appear once a week, 114 twice a week, 47 three times, 2 four times, 46 six times, 4 seven times, and 1 (the *Neue Zürcher Zeitung*) 12 times, or twice every day except Sunday. But all the week's issues put together contain less matter than is to be found in a single number of the *Times*. The total circulation of these papers is about one each for every Swiss citizen in the enjoyment of the franchise. How widely disseminated are Swiss papers is shown by the fact that, while 114 of them, with a circulation of 275,000, appear in the various cantonal capitals, 193, with a circulation of 390,000, are published in small towns and country communes. German is the principal language of the Confederation, and 222 papers, having a circulation of 665,000,

Digitized by Google

are printed in the language of the primitive cantons; 71 having a circulation of 128,000, are printed in French; 7, with a circulation of 9,000, in Italian; 2 in Romansch, and 1 in English. The number of non-political periodicals published in this country is 253 (164 in German, 78 in French, 7 in Italian, and 2 in Romansch), with a combined circulation of 60,000. The Press in Switzerland is quite as free as in England —in one respect more so, for the law against libel is much less severe; no writer or newspaper proprietor, unless he openly incites to crime or prints something flagrantly immoral, can be criminally prosecuted, and then only at the instance of a public prosecutor.

GOVERNMENT OF SWITZERLAND.

THE Government is a Federal Republic, each canton having the sole management of its own internal affairs. The general government is vested in a National Assembly (called Nationalrath) of 135 members, chosen by the people for three years, one respectively for every 20,000 persons. Thus Berne, the most populous canton, has 25 members, while Uri and Zug have only one each. There is also a Senate (Ständerath), of 44 members, chosen by the cantons, two members for each canton. Both Chambers united form the "Bunder-Versammlung," or Federal Assembly, which is the Supreme Government. The executive authority is vested in a Federal Council (Bunderrath) of seven members. Every one who enjoys the franchise is eligible for this Council. The President and Vice-President are the First Magistrates; they are chosen for one year by the Federal Assembly. The President has a salary of £600. The highest Court of Appeal is the Federal Tribunal of eleven members, chosen by the Federal Assembly, but quite independent of it.

THE RIVERS OF SWITZERLAND.

THE Rhine, having two sources, the Vhorder Rhine, formed by the union of two glacier streams on the E. side of St. Gothard group; and the Hinter Rhine, rising in the Vogelsberg at Bernardin Pass. These two streams unite just above Chur. The Rhine then traverses Lake Constance, and has a magnificent fall at Schaffhausen (*see* page 368). It leaves Switzerland at Bâle. The Aar, Reuss, Linth, and Linnat are tributaries; and, of the former, the main feeders are the Saane and Emmen. The Rhone takes its rise in a cavern in the Rhone Glacier (*see* page 171). It then flows down the Rhone Valley, enters the Lake of Geneva, and makes its exit, intensely blue, and with arrowy rapidity, at Geneva. At Fort de l'Eclus, 15 miles further on, it enters France and falls into the Mediterranean 500 miles away at Marseilles. The Inn rises in the Silser See, Maloja Pass, and joins the Danube at Passau. The Ticino, Maggia, and Blegno are the only Italian streams running through Swiss territory. The Adda is wholly Italian.

Digitized by Google

ALPINE NOMENCLATURE.



IGUILLE—a needle (pointed rock). *Alp*—a pasture where the greenest and best of grass generally grows. *Chalet*—cow-house. *Thal*—a valley. *Tourmente*—a whirlwind, peculiar to the high regions. *Alpenglühen*—literally, Alpine glow—the crimson afterglow, when the sun has disappeared; it is only seen on snow mountains. *See*—a lake. *Bad*—a bath. *Berg*—a mountain. *Arête*—the narrow ridge of a mountain. *Col*—the depression between two peaks. *Couloir*—a long, narrow rent (often funnel-shaped) in a rock-face, generally filled with snow. *Moraines*—the immense accumulations of débris piled up by glaciers.

DILIGENCE TABLES.

Giving the fares, and distances in Kilomètres.

The charges for Coupé are called *Surtaxe*, and this is to be ADDED to the price charged for a seat in the "Interior."

Brigue—Intra.

Eight to Ten Places in the Diligence.

Interior.	Surtaxe for Coupé.	Kilom.	
f. c.	f. c.		
			Brigue (Post Office).
7 85	1 60	32,4	Simplon.
11 40	2 30	45,6	Isella.
15 80	3 20	63,1	Domo d'Ossola.
20 50	4 75	94,6	Gravellona.
22 15	5 30	105,4	Pallanza.
22 65	5 45	108,9	Intra.

Digitized by Google

Brigue—Andermatt, Goeschenen (By the Furka).

Eight Places.

Interior.	Surtaxe for Coupé.	Kilom.	
f. c.	f. c.		
			Brigue.
3 80	— 95	18,8	Fiesch.
6 90	1 75	34,5	Münster.
10 80	2 55	50,1	Rhône Glacier.
15 30	3 45	68,1	Tiefenbach-Schirmhaus.
18 55	4 10	81,1	Hospenthal.
19 25	4 20	83,9	Andermatt.
20 65	4 50	89,4	Goeschenen

NOTE.—The post diligence for Brigue *vid* the Furka now starts from Goeschenen.

ALBULA.

Chur (Coire)—Alveneu—St. Moritz.

Eight Places.

Interior.	Surtaxe for Coupé.	Kilom.	
f. c.	f. c.		
			Chur (Coire).
2 65	— 55	10,1	Churwalden.
5 75	1 15	22,6	Lenz.
8 —	1 60	31,9	Alveneubad.
10 75	2 15	42,8	Bergün.
16 65	3 35	66,2	Ponte.
18 15	3 65	72,4	Samaden.
19 50	3 90	77,9	St. Moritz, Village.
20 —	4 —	79,9	St. Moritz, Bathe.

Digitized by Google

LUKMANIER.

Dissentis--Olivone—Biasca.

Four Places.

Interior.	Surtaxe for Coupé.	Kilom.	
f. c.	f. c.		
			Dissentis.
4 70	— 95	18,7	Sta. Maria.
9 65	1 95	38,5	Olivone.
11 15	2 45	48,2	Acquarossa.
13 10	3 10	61,5	Biasca (station).

SPLUGEN AND BERNARDINO.

Chur (Coire) — Chiavenna — Bellinzona.

Eight Places.

Interior.	Surtaxe for Coupé.	Kilom.	
f. c.	f. c.		
			Chur (Coire).
1 60	— 55	10,4	Reichenau.
5 60	1 35	26,1	Thusis.
8 60	1 95	38,2	Andeer.
11 95	2 65	51,9	Splügen.
18 75	4 —	78,7	Campodolcino.
22 —	4 65	91,7	Chiavenna.
			Lecco.
			Bergamo.
			Venice.
			Milan.
			Splügen.
	* From	Coire.	
14 60	3 15	62,2	Hinterrhein.
18 75	4 —	78,9	S. Bernardino.
* 22 25	4 70	92,9	Mesocco.
24 65	5 50	108,9	Cama.
27 15	6 35	125,3	Bellinzona.

Digitized by Google

BERNE—GURNIGEL.

Eight to Twelve Places.

Interior.	Surtaxe for Coupé.	Kilom.	
f. c.	f. c.		
			Berne.
7 15	1 45	28,6	Gurnigel.

OBERALP.

Chur (Coire)—Andermatt, Goeschenen.

Eight Places.

Interior.	Surtaxe for Coupé.	Kilom.	
f. c.	f. c.		
			Chur (Coire).
1 60	— 55	10,4	Reichenau.
4 50	1 10	21,5	Flims.
7 35	1 65	33	Ilanz.
11 85	2 60	51,2	Truns.
14 85	3 15	63	Dissentis.
18 75	3 95	78,5	Chiamutt.
22 75	4 75	94,7	Andermatt.
24 05	5 05	100,2	Goeschenen

NOTE.—The Post Diligence for Chur by the Oberalp now starts from Goeschenen.

STANSSTADT—ENGELBERG.

Six to Eight Places.

Interior.	Surtaxe for Coupé.	Kilom.	
f. c.	f. c.		
			Lucerne } Steamer.
			Stansstadt }
			Stansstadt.
— 60	— 40	3,6	Stans.
5 10	1 15	22,2	Engelberg.

Digitized by Google

EINSIEDELN—BRUNNEN.—(GOLDAU).

Eight Places.

Interior.	Surtaxe for Coupé.	Kilom.	
f. c.	f. c.		
			Einsiedeln.
3 00	0 90	17,4	Sattel.
4 45	1 35	26,1	Schwyz.
5 35	1 60	31,2	Brunnen.
			—
			Sattel.
1 50	— 45	8,8	Goldau.

ENGADINE—TYROL.

Samaden—Landeck.

Eight Places.

Interior.	Surtaxe for Coupé.	Kilom.	
f. c.	f. c.		
			Samaden.
1 65	— 35	6,2	Ponte.
2 65	— 55	10,1	Zuz.
6 75	1 35	26,7	Zernez.
8 25	1 65	32,9	Süss.
13 —	2 60	51,6	Nairs (Tarasp).
13 65	2 75	54,4	Schuls.
			Schuls.
4 45	— 90	17,8	Martinsbruck.
6 50	1 30	25,9	Nauders.
15 30	3 50	69,9	Landeck.

MALOJA — ENGADINE.

Chiavenna—Samaden.

Eight Places.

Interior.	Surtaxe for Coupé.	Kilom.	
f. c.	f. c.		
			Chiavenna.
2 50	— 50	9,6	Castasegna.
4 75	— 95	19	Vicosoprano.
7 90	1 60	31,1	Maloja.
9 50	1 90	38	Sils.
10 65	2 15	42,3	Silvaplana.
11 75	2 35	46,9	St. Moritz, Baths.
12 25	2 45	48,9	St. Moritz, Village.
13 65	2 75	54,4	Samaden.

Digitized by Google

SCHYN—JULIER.

Chur (Coire)—Tiefenkasten—Samaden.

Eight Places.

Interior.	Surtaxe for Coupé.	Kilom.	
f. c.	f. c.		
			Chur (Coire).
2 10	— 65	12,2	Bonaduz.
5 60	1 35	26,1	Thusis.
9 25	2 05	40,5	Tiefenkasten.
13 75	2 95	58,6	Mühlen.
19 75	4 15	82,8	Silvaplana.
20 85	4 40	87,4	St. Moritz, Baths.
21 35	4 50	89,4	St. Moritz, Village.
22 75	4 75	94,9	Samaden.

LENZ—JULIER.

Chur (Coire)—Tiefenkasten—Samaden.

Eight Places.

Interior.	Surtaxe for Coupé.	Kilom.	
f. c.	f. c.		
			Chur (Coire).
2 65	— 55	10,1	Churwalden.
3 40	— 70	13,2	Parpan.
5 75	1 15	22,6	Lenz.
7 15	1 45	28,3	Tiefenkasten.
11 65	2 35	46,4	Mühlen (Molins).
17 75	3 55	70,6	Silvaplana.
18 90	3 80	75,2	St. Moritz, Baths.
19 40	3 90	77,2	St. Moritz, Village.
20 75	4 15	82,7	Samaden.

Digitized by Google

BERNINA.

Samaden—Tirano.

Eight Places.

Interior.	Surtaxe for Coupé.	Kilom.	
f. c.	f. c.		
			Samaden.
1 40	— 30	5,4	Pontresina.
5 15	1 05	20,2	Bernina-Hospitz.
6 65	1 35	26,4	La Rösa.
9 65	1 95	38,3	Poschiavo.
10 40	2 20	43	Le Prese.
11 25	2 50	48,6	Brusio.
12 30	2 85	55,5	Tirano.

LES MOSSES—(BULLE)—SIMMENTHAL.

Aigle — Bulle — Gessenay (Saanen) — Thun.

Six to Nine Places.

Interior.	Surtaxe for Coupé.	Kilom.	
f. c.	f. c.		
			Aigle.
2 70	— 55	10,8	Sépey.
8 35	1 80	35,4	Château d'Oex.
			Bulle.
5 70	1 45	28,3	Château d'Oex.
			Château d'Oex.
2 35	— 60	11,6	Gessenay (Saanen).
			Gessenay (Saanen).
2 40	— 70	13,9	Zweisimmen.
5 45	1 60	32	Weissenburg.
9 30	2 70	54,5	Thun.
			Lenk.
2 15	— 65	12,6	Zweisimmen.
			Wimmis.
0 85	— —	5	Spiez.

Digitized by Google

BRUNIG.

Alpnacht—Brienz—(Meiringen).

Eight to Ten Places.

Interior.	Surtaxe for Coupé.	Kilom.	
f. c.	f. c.		
			Lucerne } Steamer.
			Alpnacht }
			Alpnacht.
3 55*	— 40	7,3	Sarnen.
6 80*	1 15	23,7	Lungern.
10 90*	2 —	40,5	Brienz.
			Lungern.
3 75	— 75	14,4	Meiringen.

* From Lucerne.

BRIENZ—MEIRINGEN—INNERTKIRCHEN.

Five to Nine Places.

Interior.	Surtaxe for Coupé.	Kilom.	
f. c.	f. c.		
			Brienz.
2 15	0 65	12,6	Meiringen.
3 15	0 95	18,4	Innertkirchen.

INTERLAKEN—GRINDELWALD.

Six Places.

Interior.	Surtaxe for Coupé.	Kilom.	
f. c.	f. c.		
			Interlaken.
5 —	—	20,7	Grindelwald.

INTERLAKEN—LAUTERBRUNNEN.

Seven Places.

Interior.	Surtaxe for Coupé.	Kilom.	
f. c.	f. c.		
			Interlaken.
2 65	—	12,4	Lauterbrunnen.

Digitized by Google

LANDWASSER.

Chur (Coire)—Lenz—Davos Dörfli.

Six Places.

Interior.	Surtaxe for Coupé.	Kilom.	
f. c.	f. c.		
			Chur (Coire).
2 65	— 55	10,1	Churwalden.
5 75	1 15	22.6	Lenz.
9 50	1 90	37,7	Wiesen.
12 25	2 45	48,8	Spinabad.
13 90	2 80	55,3	Davos Platz.
14 50	2 90	57,9	Davos Dörfli.

Thusis—Tiefenkasten—Davos.

			Thusis.
3 65	— 75	14,4	Tiefenkasten.
5 15	1 05	20,5	Alveneubad.
8 15	1 65	32,3	Wiesen.
12 50	2 50	49,9	Davos Platz.
13 15	2 65	52,5	Davos Dörfli.

PRATTIGAU—DAVOS—FLUELA.

Landquart—Schuls.

Eight Places.

Interior.	Surtaxe for Coupé	Kilom.	
f. c.	f. c.		
			Landquart.
4 40	1 70	21,7	Küblis.
7 30	2 25	33,2	Klostersbrücke.
9 90	2 75	43,5	Davos Dörfli.
10 55	2 90	46,1	Davos Platz.
16 65	4 10	70,7	Süss.
21 30	5 05	89,4	Nairs (Tarasp).
22 05	5 20	92,2	Schuls.

CHUR—LANGWIES.

Interior.	Kilom.	
f. c.		
		Chur.
4 40	21,9	Langwies.

Digitized by Google

RAILWAY TIME TABLE.

THE French railways are generally well conducted, and managed with great regularity. The officials, taken as a body, are obliging and courteous, and very ready to listen to any complaints that are made. The maximum speed is not equal to that of the English lines; but, on the other hand, there are fewer accidents.

NORTH OF FRANCE RAILWAY.

(Chemin de Fer du Nord.)

SUMMER SERVICE OF TRAINS BETWEEN PARIS, BOULOGNE, AND CALAIS.

This Service commences in June.

The time given is Paris time.

—		1,2,3.	1,2,3.	1st.	1st.	1,2,3.	1st.	1,2,3.	1,2,3.	1,2,3.	1,2,3.	1,2,3.	1, 2.	1st.	1,2,3.
													D		
		p.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
PARIS	dep.	11 5	..	..	7 40	6 0	9 40	..	10 0	11 50	1 30	4 0	6 10	7 45	10 5
AMIENS	dep.	3 25	6 0	8 50	10 2	10 7	12 5	..	1 40	3 3	5 40	7 42	8 38	10 7	2 5
BOULOGNE	arr.		9 23	10 43	12 9	1 25	1 53	4 25	5 12	5 37	9 15	10 45	10 57	12 6	5 20
CALAIS TOWN ..	arr.	..	11 30	11 41	1 5		2 53	5 58	7 6	7 6	11 0	12 8	12 8	12 3	8 30
	dep.	..		11 43	1 7	..	2 54							1 5	
CALAIS HARBOUR	arr.	..	..	11 55	1 19	.	3 6	..	..	..	..	..	..	1 17	..

—		1st.	1, 2.	1,2,3.	1,2,3.	1st.	1,2,3.	1st.	1st.	1, 2, 3.	1,2,3.				
		C	E												
		a.m.	a.m.	a.m.	a.m.	p.m.	a.m.	p.m.	p.m.	p.m.	p.m.				
CALAIS HARBOUR	dep.	12 38	..	..	..	12 11	..	2 16	2 34	..	..	..	..	..	
CALAIS TOWN ..	arr.	12 48	..			12 23		2 28	2 46			..	..	..	
	dep.	12 50	..	5 0	7 18	12 25	11 34	2 30	2 48	3 7	7 0	..	..	..	
BOULOGNE	dep.	1 43	6 35	6 10	8 50	1 17	1 30	3 23	3 48	4 30	8 46	..	..	..	
AMIENS	arr.	3 37	8 49	9 45	12 40	3 20	4 45	5 15	5 39	7 51	12 2	..	..	..	
										1,2,3.	1, 2.				
PARIS	arr.	5 50	11 15	p.m. 1 40	p.m. 4 30	5 41	9 50	..	8 0	11 18	11 3	a.m. 3 55	..	..	..

FARES: From Paris to Boulogne—First class, 31 fr. 25 c.; second class, 23 fr. 45 c.; third class, 17 fr. 20 c. From Paris to Calais—First class, 36 fr. 55 c.; second class, 27 fr. 40 c.; third class, 20 fr. 10 c.

(C) The train leaving Calais Harbour 36 minutes past midnight takes second class passengers from London, by the accelerated night ervice, at the reduced prices.

(D) Passengers, first, second, and third class, can travel by this train.

(E) Second and third class passengers coming from London can travel by this train at the reduced rates for the night service.

Digitized by Google

PARIS, LYONS, AND MEDITERRANEAN RAILWAY.

THIS Company delivers return tickets from Geneva to any station (P.L.M.) within a radius of 10 kilometers, from Delle and Pontarlier to any stations (P.L.M.) within a radius of 75 kilometers, 1st, 2nd, and 3rd class, at a reduction of 25 per cent. on the ordinary fares.

The Company also issues tickets for round tours, which embrace the principal points of interest in France Switzerland, and Italy.

THE FOLLOWING ARE EXAMPLES OF THE ITINERARIES:

	Ticket good for	Price of Ticket. 1st. Frcs.	2nd. Frcs.
13. Lyons, Ambérieu, Genève (Culoz or Annemasse,* Annecy), Aix-les-Bains, Chambéry, Grenoble, Gap, Aix, Marseilles, Tarascon (Avignon, Valence, Vienne, or Nimes, Bagnols, Cournon), Lyons.	30 days.	71	54
16. Lyons, Bourgoin, Voiron, Grenoble, Modane, Chambéry, Aix-les-Bains (Annecy, Annemasse,* or Culoz), Genève, Culoz, Ambérieu, Lyons.	15 days.	58	44
25. Lyons, St. Etienne, Le Cuy, Alais, Nimes, Tarascon, Arles, Marseilles, Aix, Tertius, Avignon, Orange, Valence, Grenoble, Chambéry, Aix-les-Bains (Annecy, Annemasse,* or Culoz), Genève, Ambérieu, Lyons.	30 „	75	57
83. Marseilles, Sisteron, Grenoble, Aix-les-Bains (Culoz or Annecy, Annemasse*), Genève, Lausanne, Fribourg, Berne, Thoune, Lucerne, Zug, Zurich (Rapperschwyl, or Chalweil, Wadensweil), Viesen, Sargans, Coire, Bachs, Rorschach, Romanshorn, Constance, Winterthur, Zurich, Baden, Bâle, Bienne, Neuchâtel, Noiraigne, Pontarlier, Dijon (Mâcon, Belleville, or Bourg, Ambérieu), Lyons (Givors, Nimes, or Vienne, Avignon), Marseilles.	60 „	177	134
89-3 (A). Genève to Marseilles, viâ Bellegarde, Lyons, Valence, Arles, or viâ Culoz (or Annemasse, * Annecy), Aix-les-Bains, Chambéry, Grenoble, Sisteron, Aix, Toulon, Nice, Vintimille, Gênes, Pise, Livourne, Florence, Bologne, Venise, Padoue, Vérone, Milan, Novare, Turin, Modane, Aix-les-Bains (Culoz or Annemasse,* Annecy), Genève.	60 „	193.75	139.30

* Tramway between Geneva and Annemasse at charge of passengers.

Digitized by Google

GENERAL HINTS TO TOURISTS.

Locking Doors.



LWAYS lock the door of your room (in the hotel) when going out, and hang the key on the key-board, which is found in the passage of every hotel, unless there is a concierge; in that case the key is given into his charge. The door should also be locked when you retire to rest.

Washing Linen.

At nearly all the hotels linen is washed expeditiously and well. In most cases, if desired, it will be returned the same day on which it is taken away.

Booking Diligence Seats.

It is desirable, when going on a journey by diligence, always to book your seat in advance. The *banquette* (which is at the back and on the top of the vehicle) is the best place for the views; in bad weather, however, it is not agreeable. The banquette usually seats three to four persons. Some diligences have no banquettes. The *coupé* is the next best place. The *intérieure* should be avoided, if possible. Be sure that you always get a receipt for payment.

Taking Tickets at Railway Stations.

In every case endeavour to ascertain the exact amount to be paid for the journey you are going to take, and be prepared with the amount in your hand. There is no excuse for your not doing this, and it will often save you from being cheated. On all continental lines the exact fare is stamped on the ticket; so, if you do change either notes or gold, do not leave the window of the booking-office until you have ascertained if you have received the right amount. Bank-notes are frequently refused at the booking-offices.

Valuables.

If you have many valuables—either money or jewellery—and are making a stay in an hotel, you should place them in the care of the landlord, and have a receipt for them.

Matches.

Never be without matches in your bedroom at night, and put them where you can reach them. You never know for what purpose you may want a light in the night.

Digitized by Google

Extra Charges. In all hotels an extra charge is made for articles of food, &c., that are taken to the bedrooms.

Coachmen's Tickets. In engaging a fiacre, or licensed carriage of any kind, ask the coachman for a *tariff* before you start; he is bound to deliver it to you under a penalty; on it is printed his number and the fare he is entitled to charge.

Theatres. Landlords of hotels will always engage seats at theatres and other places of amusement for visitors in their houses. Ladies who have no male escorts need not hesitate to go alone to a theatre, as it is by no means *outré* to do so; especially in Germany can this be done.

Insular Habits. It is as well when abroad to abandon as much as possible those insular habits and prejudices which, unfortunately, render untravelled English people conspicuous wherever they go, and not infrequently subjects them to a good deal of ridicule.

Languages. The immeasurable advantage of being able to speak French or German, or both, cannot be over-rated. At the same time a want of knowledge of these languages need not deter you from going abroad, as English is generally understood and spoken in most of the hotels and principal shops. A little conversational German may easily be picked up; Italian, still more easily; French is the most difficult.

Excisable Articles. Tobacco and cigars, even in small quantities, are subject to duty abroad. In France and Italy it is almost impossible to obtain either one or the other good. *Brussels lace* is liable to duty both in Italy and France. In returning home it is as well to remember that Eau de Cologne pays duty in England at the rate of *sixteen shillings and sixpence* the gallon. Gold and silver articles are subject to a duty of 17s. and 1s. 6d., the oz. Troy, respectively.

Cabinets Ambulants. These are attached to nearly all trains in France, Germany, and Switzerland.

Registered Luggage. This cannot be claimed at any intermediate station; it must go on to the place for which it is registered. In reaching a frontier, if you are not going to stay in the country, it is only necessary to say that any luggage you may have with you is *en transit* to avoid its being examined.

Digitized by Google

Sea Sickness.

Avoid all the nostrums that are so largely advertised as "sure preventives against sea sickness"; they are worse than useless. There is *absolutely no known preventive* of sea sickness. The best thing to do is—lie down on your back before the vessel starts, and do not get up again until she is in port. As an ameliorative there is nothing better than a little genuine, old, and very dry sherry—it is infinitely to be preferred to brandy. Unfortunately, however, such sherry is difficult to procure.

GENERAL INFORMATION.

IF you are leaving your hotel early in the morning, be sure you ask for your bill *over night*, and see that you get it; but don't pay your account until you are on the point of leaving. Go over the bill and check it, and refuse to pay any item that is overcharged. Be not too lavish of your "tips." Ten centimes make a Swiss penny. A few pennies judiciously bestowed will do much. Above all, never lose your temper with servants. Remember when abroad you represent your country, so do nothing that will make foreigners sneer at our dear old England. Politeness, civility, courtesy are marked characteristics of continental people; be equally courteous and civil; the most illiterate peasant you meet in Switzerland will give you a *guten tag;* never forget to return his salute. All foreigners with whom you have even a shadow of an acquaintance will remove their hats in passing you in the street or the hotel. It is a polite custom, and will do you no harm to copy it. *Hand-shaking* on the Continent is not so common as with us.

In nearly all the hotels the landlord or some of the waiters speak English; the same in the principal shops. If you know French or German, all the better. If you don't, you will still be able to get on quite well. A few French and German phrases likely to be most useful are appended. German is nearly always pronounced as it is spelt.

In the height of the season, when hotels are full, it is better to inquire by telegraph if you can have accommodation in the house you intend to stay at; *prepay* the reply; *twenty words* cost *eightpence* in Switzerland. Never drink spirits abroad, unless you are used to a "night-cap" on retiring, but never be

Digitized by Google

without a small flask of brandy in your pocket when you go on an excursion. Carry a supply of *wax matches* with you,—a box in your pocket, two or three reserve boxes in your trunk.

Sleep with your window a little open, unless the position of the bed places you in a direct draught; there are no fireplaces in Swiss rooms, consequently no ventilation except by the window when the door is closed.

If the fleas bite you (and there *are* fleas in Switzerland), spirits of camphor rubbed over the body will be found a good thing; against bugs, very weak spirits of ammonia may be brought to bear; sprinkle it in the bed and on your night dress. Happily these pests are not very common in Switzerland. Flies are a great annoyance; the *horse-fly*, particularly, will attack you to the effusion of blood (as the Scotch say). A good preventive is a mixture of spirits of camphor, a few drops of oil of cloves, and some rum; apply it to the hands and face.

As a preventive against mosquitoes we can strongly recommend the following:—

> Take a little powder of the plant called *Pyrethrum roseum*, make it into a paste with a few drops of spirits, dilute it with thrice as much water as spirits, and apply it to the hands and face, or any other exposed portion of the body, and let it dry. No mosquito or fly will touch you.

Nearly every one who travels in Switzerland suffers more or less from the effects of the sun, which in summer is extremely powerful. The best preventive against sunstroke is a large cabbage-leaf worn under the hat and covering the back part of the head. The editor, who has travelled much in India and the tropics, has defied the hottest sun by means of the cabbage-leaf; it should be damped occasionally. If you find that the sun *is* affecting you, bathe the head well, especially *behind* the ears, with cold water (all water is cold in Switzerland, even in the height of summer); if you are on a mountain, you can get snow or ice; apply one or the other to the temples and at the back of the neck on the top of the spine, and put a piece of ice on the tongue and let it slowly dissolve. Against sunburn, you should rub glycerine mixed with olive oil well into the face before starting on an excursion. A little phial of glycerine in your pocket or knapsack will be found very useful. To protect the eyes against the glare of the sun on snow, closely-fitting *smoked* spectacles are effectual, or in lieu of the spectacles

Digitized by Google

a bit of *blue* crape tied round the head and covering the eyes. Should your face and eyes become inflamed from the effects of the sun, we recommend with much confidence the following special recipe, which will be found excellent :—

Take of alum, pounded very fine, one ounce; mix this into a stiff paste with the whites of eggs, apply well to the parts affected, and the pain and smarting will be instantly relieved.

Never start to go up hill *immediately* after a full meal. When a halt is called for refreshments, rest a little after eating before recommencing the journey. The best possible stimulant on a long excursion is cold tea flavoured with just a *soupçon* of brandy; if you get milk at a chalet have it warmed, *never drink it cold*—you can generally have it warmed at the chalets; cold water, pure and tempting as it is in the Alps, must be avoided, excepting in very small quantities, if you wish to preserve your health.

At nearly every *auberge* and roadside inn excellent red and white country wine can be obtained at about half a franc for half a litre (nearly two tumblers full). German for red wine, *Roth Wein* (the *w* pronounced like *v*); white, *Weiss Wein*. The white is less astringent than the red. If you sit down to rest when perspiring freely, always sit in the shade, and tie a handkerchief round your neck if you have the least susceptibility to sore throat.

If you are very fatigued after an excursion, a little *arnica* rubbed on the limbs will be beneficial; a few drops of sal-volatile are good for headache arising from fatigue. If you suffer from insomnia (not a rare thing in high regions), eat (with salt, no vinegar) a small onion on going to bed; it is almost infallible. A little parsley, or, if that is not procurable, a few cloves in the morning are excellent to remove the taste and smell of the onion.

Lastly, *do not* over-fatigue yourself; remember you are out for pleasure, therefore do not make a toil of it; see as much as you can, but see it in a way that it will be enjoyable. The strong, tonic mountain air will give you a deceptive strength, but, if you overtax your powers, reaction will set in when you get home, and ten to one but what you will be laid up; far better to forego something than run the risk of illness. The Swiss guides have a saying which ought to be remembered as a golden rule,—When you are going on an excursion, *walk as though you never intended to get there.* This saying explains itself, and should always be borne in mind.

Digitized by Google

THE MONTHS IN WHICH TO VISIT SWITZERLAND.

THE tourist months are June, July, August, and September. October, however, is a beautiful month, often the best in the whole year, and we have frequently wondered that so few people should remain to enjoy it. Switzerland in winter is also most enjoyable, and in many parts it is quite a common thing to have weeks of uninterrupted sunshine, while the air is pure and tonic in a remarkable degree. Its intense dryness prevents the cold from being felt as in more humid climates.

MONEY.

ENGLISH silver is of no use on the Continent. Five-pound Bank of England notes are the most convenient form in which to carry your cash. They are current *everywhere*, and exchangeable at a premium. In most of the respectable hotels the rate of exchange is posted. If you cannot learn the rate at your hotel, go to the bank, or to a respectable money-changer (one or other in nearly every town). *No exchange is given at the railway booking or post-offices.* Cut the notes in halves; carry one set of halves on your person, the other in your trunk or bag. An English sovereign in Switzerland is *always* worth its full value, viz., *twenty-five francs.* The exchange may be from two to twenty centimes, though you don't always get it in changing a sovereign; but under no circumstances accept *less* than twenty-five francs—damaged and light sovereigns of course excepted. If you are unfortunate enough to get any of these, keep them till you return home, and then get them changed at your bank. Ten-pound circular notes are handy, but delay and difficulty are at times experienced in getting them cashed. At Charing Cross and Cannon Street railway stations there are money-changers where you can obtain French money. It is as well to have a little, as you may require it as soon as you get across the Channel.

Digitized by Google

PASSPORTS.

ALTHOUGH passports are no longer absolutely necessary in France, Germany, Italy, or Switzerland, be sure you don't go abroad without one. It is your best credential of nationality. It is often of great use when you wish to reclaim luggage or letters (especially registered ones); it will gain you admission to places that might otherwise be shut against you, and in cases of serious illness or death its value cannot be questioned. There is not the slightest difficulty in procuring one. Get your banker, your clergyman, your lawyer, or a magistrate, to give you a voucher of nationality; send this, together with *post-office order* for two shillings on Charing Cross post-office, and payable to *The Chief Clerk*, Foreign Office, Whitehall, London, together with a large envelope, properly addressed and stamped, and you will have your passport within three days. Of course, if you are in London, you can apply personally for it, taking your voucher one day and calling for the passport the next. Always carry it on your person, enclosed in a leather case stamped with your name. Case procurable at any stationer's or fancy shop. Messrs. W. J. Adams & Son, 52, Fleet Street, London, and Messrs. Cook & Son, will procure passports for persons going abroad.

EXPENSES.

IT is almost impossible to give the exact amount that a tour will cost, as so much depends on individual taste and the choice of hotels, &c. The pedestrian, however, ought to find fair accommodation, and to supply all his wants, for 12 to 14 francs a day. A party of two or four persons (*three* is a most awkward number) can always do the thing more cheaply than a single person. He who chooses the best hotels, and makes use of carriages, horses, &c., may calculate upon spending *forty francs* a day at the least. In Italian Switzerland it is absolutely necessary always to make a bargain beforehand for horses, guides, boats, &c. - In German and French Switzerland the prices are generally fixed by tariff.

Digitized by Google

PEDESTRIANISM.

IN a land so richly endowed by Nature as Switzerland there can be no question as to which is the pleasantest mode of travelling. The pedestrian not only has the advantage of being able to penetrate into beautiful recesses that are closed to carriages, and even mules, but he enjoys a sense of independence which he who rides cannot feel. In addition to this, the difference in the cost between the two modes of getting through the country is very considerable. Therefore, to the healthy and strong we say, by all means elect to walk, remembering, however, to carefully avoid fatiguing yourself too much. Do not let your ambition over-ride your discretion, and remember also that in the fable the tortoise beat the hare in the long run. On well-trodden routes guides are not necessary, and even in the less frequented byways the tourist may easily find his road if he makes good use of our maps and the information given in the following pages. For snow, glacier, and mountain work guides are indispensable, and the traveller who ventures on a snow-covered glacier without a guide is guilty of culpable folly. In ascending any mountain, wraps should always be taken, as after the perspiration induced by the exertion of climbing it is dangerous in the extreme to expose the heated body to the cold air which is always circulating round the summits of the Alps. After a long day's march a footbath of warm water and bran will be found most refreshing and soothing, and spirits of wine rubbed on the limbs is also useful after great fatigue. A small bottle of *arnica*, for bruises, will be found exceedingly useful.

DILIGENCES.

DILIGENCES connect all the principal places. Over the seven chief passes there are two services daily in the summer. On the whole, the accommodation is not bad, and some of the vehicles are decidedly comfortable, though this applies only to a few. When possible, bespeak your places a couple of days in advance. The most desirable positions are in the *banquette*, or the *coupé*. From the *intérieure* it is utterly impossible to enjoy the scenery.

Digitized by Google

EXTRA-POST.

IN Switzerland private posting is not allowed, but all the posting is done by the Government; and, to distinguish it from the regular diligence service, it is called *Extra-Postes*. It is carried on over all the principal routes—Furka, Ober-Alp, Coire, Engadine, Splügen, Landwasser, Prättigau, Flüela, Simplon. The charge per horse is half a franc per kilomètre; for a carriage to seat two to five persons, 20 centimes per kilomètre; for a six-seat vehicle, 25 centimes per kilomètre. These charges include the driver's fee; but there is a tax called carriage-money, which ranges from two to four francs according to size of carriage. If the same conveyance is used for several stages, the tax is doubled. Orders can be given at the bureau of the post at the place of departure; or to Messrs. Cook & Son, Gaze & Son, or Caygill, the tourist agents.

RAILWAYS.

THE railways of Switzerland are fast extending, and are, on the whole, good. The American system of carriages has been introduced on most of the lines, and there is a direct passage of communication from one end of the train to the other. Return tickets (*billets de retour*) are issued on all lines at a reduction of 20 to 40 per cent. Only 10 kilos (21 pounds) of luggage are allowed free. The trains do not travel so fast as ours, and frequently wait an unconscionable time at the stations. It is irritating and annoying, but one has to put up with it. Circular tickets for tours are issued by nearly all the railway companies in the summer.

The second-class carriages, generally speaking, are fairly comfortable throughout the Continent. The difference in fare between first and second is so great that no one should think of using the first, excepting where the second-class carriages are very bad. In Switzerland there is a common saying to the effect that "only fools and Englishmen ride in first-class carriages."

Digitized by Google

STEAMERS.



THERE are good steamers on all the large lakes, and they generally connect with the railways and diligences. There is little difference between first and second class save in price, which is often considerable; and the second, from that point of view, is to be preferred. In wet and stormy weather, however, it is better to choose the first, as there is more shelter on deck. Luggage is generally free on board the steamboats, but the traveller should see that it is properly placed. Boating on the lakes, excepting with experienced boatmen, should not be thought of. As is generally the case in all mountainous countries, the Swiss lakes are peculiarly liable to sudden and violent squalls that come on without any warning, and many a valuable life has been lost through this cause.

PACKHORSES AND MULES.



IN the north of Switzerland horses are generally used; in the south, mules. These latter are wonderfully sure-footed, and go very steadily. Do not allow your driver to flog them. The human voice is generally more effective, and certainly more humane, than the whip.

CARRIAGES.



IN engaging a carriage be careful always to see the vehicle and the horses before concluding a bargain; do not be put off with anything the driver may tell you, but see for yourself. The bargain should always be made in the presence of a witness (the landlord of the hotel is best), and if you are going a long journey it is better to have a written agreement. Never allow your coachman to persuade you to go to some particular hotel of his recommendation. The hotel you have selected go to in spite of anything the driver may say. The price per day for a one-horse carriage averages 15 francs; two horses, 25 francs. In the season return carriages are frequently procurable, and they can be had at a much lower rate.

Digitized by Google

POST AND TELEGRAPH.

TELEGRAPH stations are abundantly provided in Switzerland, even in out-of-the-way places, and telegrams are received in all languages. In Switzerland a telegram costs 30 centimes, and 2½ centimes for each word. Thus a message of 20 words would come to 80 centimes. To Germany a tax of 50 centimes is charged, and each word 6½ centimes. To England generally, 20 words cost 8 francs; to London, 7 francs. A telegram may be handed in at any post-office, even though it be not a telegraph-office; in this case the fee for the telegram is paid by affixing a stamp for the necessary amount. A letter in Switzerland costs 5 centimes for every 15 grammes; to Germany, France, or England, 25 centimes for 15 grammes.

SPECIAL ANALYSIS OF THE SO-CALLED SWISS HONEY.

THIS compound—referred to in our article on Hotels and Pensions—is found on most of the hotel tables in Switzerland. In consistency and colour it very much resembles what is known in England as golden syrup. We collected several samples some time ago, and forwarded them to Manchester, to Mr. Philip Holland F.C.S., for analysis, with the following result :—

	Swiss Honey.	Real Honey (Dr. Hassall).
Cane Sugar	30·27	00·94
Glucoses	41·66	79·48
Water	27·67	19·56
Ash	00·40	00·02
	100·00	100·00

We understand that this substitute for honey is known in the "trade" as *glucose*, and that it is largely used by confectioners; also by brewers in place of malt. For the benefit of the uninitiated in the mysteries of chemistry, we may mention that the word glucose comes from the Greek word γλυκύς, meaning sweet. It is less sweet than cane-sugar, and amongst other articles from which it is obtained are dried grapes and starch, in which case it is called "grape-sugar" or "starch-sugar." The reader will observe, however, that in the real honey there is only 0·94 of cane-sugar, and this infinitesimal quantity was, no doubt, accidental. In the "Swiss honey" there is 30·27 of cane-sugar, thus conclusively proving it to be a manufactured article.

Digitized by Google

THE ROUTES TO TRAVEL BY.

SWITZERLAND may be approached by so many different ways that, unless the tourist has some settled plan, he is apt to feel slightly puzzled as to which route he should select. The question of expense is also a serious consideration; for, though a few people may be able to go abroad and be undisturbed by any anxiety as to the cost of their tour, the great bulk of tourists are compelled to form themselves into a "Committee of Ways and Means," in order to approximately determine the outlay they are prepared to meet. The competition for continental traffic which has sprung up within the last twenty years has had the good result of considerably reducing the cost of travelling, and £20 nowadays, judiciously laid out, will enable a person to travel a long way and see a great deal.

Of course much depends upon habits and taste, and it is almost needless to say that some tact is also necessary in order that the expenditure may not exceed the limit of one's purse. A good many people, when they get abroad for the first time, are tempted into extravagances which they suffer for afterwards; and when they arrive home such people generally find their luggage lumbered with odds and ends, which represent, it may be, so many pounds wasted, and which are not intrinsically valuable, and frequently not so much as ornamental. We say, therefore, avoid these useless outlays; throw not your francs away recklessly, and you will be able to see and do a great deal for a modest expenditure.

Digitized by Google

A glance at our Route Map will show that Switzerland may be reached by way of France, Holland, Belgium, or Germany; and each way has its own special attractions, what is known as the Rhine Route being, perhaps, the most seductive. It is a good plan to go by the Rhine and enter Switzerland by Schaffhausen and Constance, and leave it by Geneva or Bâle, by which means the scenery rises in successive orders of grandeur, and the Rhine Falls and their surroundings are good introductions to the magnificence that is to follow.

It is unnecessary to describe in detail the route to Paris; it is sufficient to say that the chief approaches to the French capital from England are :—

1st.—To Paris direct, by London, Chatham, and Dover Railway, *vid* Dover and Calais. Time, 10 hours. This is a mail route, and the company have placed a magnificent new steamer called the *Invicta*, on the line, and she performs the Channel passage in about one hour and a quarter. This boat is provided with every comfort and convenience, and is lighted throughout by electric light. Fares : 1st, £3; 2nd, £2. 5s.

2nd.—By Folkestone and Boulogne, South-Eastern Railway. Time, 8½ hours; or by Dover and Calais, same company. *Note.* — On September 10th, 1882, this company inaugurated a new sea and railway route between England and the Continent. The company have acquired what was known as the "Hundred of Hoo." line. It leaves the North Kent system three miles below Gravesend and reaches the banks of the Medway at PORT VICTORIA, as the new port is called. It is nearly opposite Queenborough, in the deep water-channel of the river. The pier is 450 feet in length by 50 in breadth, and at low water has a depth of 22 feet. Another pier, however, is being constructed, and this is to be 600 feet long and 60 wide. The trains will run right up to the vessels, which is an immense convenience to passengers. London to Paris, by Boulogne: 1st, £2. 16s.; 2nd, £2. 2s. By Calais : 1st, £3; 2nd, £2. 5s.

3rd.—Dieppe Route, by London and Brighton Railway to Newhaven; thence by steamer to Dieppe, and on by rail to Paris. This is a longer route, and subject to tidal influences. Fares : 1st, £1. 13s.; 2nd, £1. 4s.; 3rd, 17s.

4th.—*Vid* Southampton and Havre, by London and South-Western Railway from Waterloo. This is a cheap and pleasant route, but long. 1st class fare is 33s.; 2nd class, 24s.

Travellers who prefer to go by water from London may do so—

1st.—By Calais. Steamer direct from Irongate and St.

Digitized by Google

Catherine's Wharf, close to the Tower of London. Channel passage, 8 hours. The steamers do not run regularly.

2nd.—By Boulogne. Steamer direct from above wharf; 8 hours.

PARIS.

A city of "gilt and show." Some of the chief points of interest are the Place de l'Opéra, the Boulevards, the Avenue de l'Opéra, the Place de la Concorde, the Champs Elysées, the Arc du Triomphe, the Bois de Boulogne, Notre Dame, the Madeleine, &c. The cafés chantants are in the open air in the Champs Elysées, and over the entrance to them is deludingly inscribed, "*Entrée Libre*," but which you will find is only a bait to trap you into paying enormously for the drink you are bound to order.

Prices of things in the shops on the Grand Boulevards range much higher than in the less fashionable thoroughfares. The *Rue de la Paix* is a particularly expensive street, for all the shopkeepers in this quarter, having to pay enormous rents, charge enormously for the articles they sell.

Cook's and Gaze's tourist offices are in Rue Scribe, close to the Grand Opera.

Galignani's Library is in the Rue Rivoli, not far from the Place de la Concorde. Publisher of "J. E. M." Guide.

"The American Exchange in Europe" have magnificent offices and reading-rooms for the accommodation of the public, at 35, Boulevard des Capucines. "J. E. M." Guide on sale.

The following are some of the principal public institutions, with hours during which they can be visited:—

Invalides.—Sundays, 9 to 4; other days, 11 to 4. Napoleon's tomb is open from 2 to 3 on Monday, Tuesday, Thursday, and Friday; on other days it can be seen by special permit from a director. *Note.*—There are plenty of guides about the door, but they are not at all necessary.

Gobelins Manufactory (Avenue des Gobelins, No. 40. Tram-cars run).—Wednesday, 1 to 3; Saturday, 1 to 3.

Manufactory of Porcelain, Sèvres—12 to 4 every day in the week, except Sundays.

The Louvre (six different Museums).—Sunday, 10 to 4; Monday, 11 to 4; other days, 9 to 5.

The Luxembourg (take tram up Boulevard St. Germain).—

Digitized by Google

Splendid collection of pictures by living artists. Sunday, 10 to 4; Monday, 11 to 4; other days, 9 to 5.

JARDIN DES PLANTES (steamboats on Seine land passengers opposite the Gardens).—Sunday, 11 to 4; other days, 1 to 4. The menagerie in the Gardens is only open from 1 to 3. The galleries and different geological collections, 1 to 4 daily.

MUSEUM CLUNY (highly interesting; situated in Boulevard St. Michel; tram-car all the way).—Sunday and Monday 11 to 4; other days, 12 to 3.

VERSAILLES (tram-cars direct from Paris).—The Château open every day from 11 to 4.

THEATRES.—There are about forty. The prices in each vary very much. *Note.*—It is always cheapest to get tickets for seats from the theatre itself than from the *Bureaux de location*, which swarm in Paris.

THE FOLLOWING IS THE PARIS CAB TARIFF :—

THE COURSE.—From 6 A.M., summer, to 12.30 midnight, 2 places, 1f. 50c.; 4 places, 2 francs. From 12.30 midnight to 6 A.M., summer, 2 places, 2f. 25c.; 4 places, 2f. 50c. This tariff is for carriages taken from any public stand or railway station.

BY THE HOUR.—From 6 A.M., summer, to 12.30 midnight, two places, 2 francs; four places, 2f. 50c. From 12.30 midnight, to 6 A.M., summer, two places, 2f. 50c.; four places, 2f. 75c. This tariff is from any public place or railway station, but if the traveller goes *outside* of the fortifications an *extra* fee is charged of *one franc* for a drive.

LUGGAGE.—Each box is charged 25 centimes extra. Hand-bags not charged for. It is the duty of the coachman to put the luggage up and take it down. If he refuses, don't pay him, but give him your card and take his number.

LANDAUS and CARRIAGES to hold six can be engaged at the livery stables (*Remisage*) at the rate of 3 francs the hour during the day, and 3f. 50c. between the hours of midnight and 6 A.M. It should be understood that in every case it is usual for the driver to receive a small gratuity (*pourboire*) over and above the tariff quoted.

NOTE.—We have received complaints about the extortionate charges of the *Hotel du Nord*, opposite the Gare du Nord.

The great railway stations of Paris are:—1st, Gare de Lyon (Paris, Lyon, and Mediterranean); 2nd, Gare du Nord (Northern Railway); 3rd, Gare Montparnasse (Western Railway); 4th,

Digitized by Google

Gare de Strasbourg (Eastern Railway); 5th, Gare d'Orléans (Orleans Railway); 6th, Gare St. Lazare.

PARIS to AIX-LES-BAINS (*see* page 115). (Station, Gare de Lyon.) Distance, 361½ miles. Fares: 1st, 71 f. 65 c.; 2nd, 53 f. 70 c.; 3rd, 39 f. 40 c.

PARIS to BÂLE (*see* page 371). (Gare de Strasbourg.) 326 miles. Fares: 1st, 64 f. 20 c.; 2nd, 47 f. 80 c.; 3rd, 33 f. 95 c.

PARIS to BERNE. (Gare de Strasbourg.) Distance, 392 miles. Fares: 1st, 73 f. 90 c.; 2nd, 54 f. 30 c.; 3rd, 39 f. 30 c.

PARIS to GENEVA. (Gare de Lyon.) Distance, 388 miles Fares: 1st, 77 francs; 2nd, 57 f. 75 c.; 3rd, 42 f. 35 c.

PARIS to LAUSANNE. (Gare de Lyon.) Distance, 328 miles. Fares: 1st, 64 francs; 2nd, 47 f. 80 c.; 3rd, 35 francs.

PARIS to NEUCHÂTEL. (Gare de Lyon.) Distance, 316 miles. Fares: 1st, 61 f. 95 c.; 2nd, 46 f. 55 c.; 3rd, 34 f. 25 c.

The other routes to the Continent are:—

1st.—LONDON to BREMEN. By North German Lloyd's steamers.

2nd.—LONDON to HAMBURG. By steamer, thence by train to Cologne.

3rd.—LONDON to COLOGNE direct. By rail. London, Chatham, and Dover Railway, *vid* Dover and Ostend.

4th.—LONDON to ROTTERDAM. By Great Eastern Railway, *vid* Harwich.

5th.—LONDON to ANTWERP. By Great Eastern Railway, *vid* Harwich.

6th.—LONDON to BRUSSELS, *vid* Dover and Calais.

There is also direct steamer communication between Hull and Grimsby with Hamburg, Bremen, Rotterdam, and Amsterdam; also between Liverpool, Antwerp, and Rotterdam, by Messrs. Wilsons' steamers, and for those people who are fond of the sea this is a very agreeable route.

AMSTERDAM.

(In Holland.) Population, 302,400, of whom a large number are Jews. Omnibuses meet the trains.

Hotels: *Amstel Hôtel, Old Bible Hôtel* (the latter is so called because it possesses a copy of the first Dutch Bible ever printed, 1542), *Brack's Doelen Hôtel*. Restaurants and cafés, numerous. All the theatres are closed in the summer. Telegraphing to England costs 3d. per word.

Amsterdam is the capital of north Holland, and is the largest city in the Netherlands. It has communication with the North Sea by an artificial canal 50 miles in length, called the "North

Digitized by Google

Holland Canal," and by the "North Sea Canal," opened in 1876. The latter cuts the isthmus of Holland. It was constructed by an English firm, and cost 2½ millions sterling. The city is 9 miles in circumference, and is built upon piles driven into the sand. The numerous canals are spanned by upwards of 300 bridges.

Cologne is reached *viâ* Emmerich and Oberhausen. Distance, 159 miles. Time, 5 hrs. 23 m. Fare, 22 marks 30 pfennigs; 2nd, 17 marks 40 pfennigs; 3rd, 11 marks 20 pfennigs. (A mark is practically a shilling.)

ROTTERDAM.

Hotels: *Victoria, Adler's Hôtel des Pays Bas, Leygraft, Bath Hôtel.* Population, 142,500. Rotterdam is in south Holland, 14 miles from the Hague, and 60 miles from Antwerp. It has a curious avenue called *Boompjes*, which is built on wooden piles. The town extends for a mile and a half, and is cut into sections by innumerable canals. A visit should be paid to the cathedral, which contains some fine monuments. This is all there is worth seeing in the way of "sights."

Rotterdam to Cologne, *viâ* Cleve, Arnheim, and Utrecht. Distance, 161½ miles. Fares: 1st, 22 marks 20 pfennigs; 2nd, 17 marks 50 pfennigs; 3rd, 11 marks 20 pfennigs. Time, 5 hrs. 40 m. There are two other routes: one by Boxtel and Breda, the other by Düsseldorf and Emmerich. Fares and distance about the same.

BREMEN.

(In Germany.) Hotels: *de l'Europe, Grand Hôtel du Nord,* amongst others. Population, 127,100.

The town is situated on the Weser. The cathedral (13th century) is worth seeing. There is also a museum in the Döm Platz. There is a church called *Ansgarius*, which has a spire 362 feet in height.

Bremen to Brussels, *viâ* Düsseldorf, Münster, and Osnabrück. Distance, 326 miles. Fares: 1st, 48 f. 50 c.; 2nd, 37 francs; 3rd, 24 f. 60 c. 1st, 2nd, and 3rd between Brussels and Düsseldorf. Time, 12 hrs. 50 m.

Bremen to Cologne, *viâ* Düsseldorf and Münster. Distance, 207 miles. Fares: 1st, 30 marks 10 pfennigs; 2nd, 22 marks 40 pfennigs; 3rd, 13 marks 50 pfennigs. Fastest train, 7 hrs. 11 m.

Digitized by Google

ANTWERP.

(In Belgium.) Hotels: *de l'Europe*, *St. Antoine*, *des Flandres*, *de la Paix*, *de Hollande*, *du Commerce*, and others. The steamer, which comes direct from London, St. Catherine's Dock, generally arrives at the entrance of the Scheldt about midnight. Luggage is examined after passing Fort Lillo.

Antwerp, which has a population of 156,900, is the first commercial town in Belgium. It is built on the river Scheldt, and is 62 miles from the sea. It possesses enormous docks, which were built by Napoleon Buonaparte. It is a quaint and curious town, with tall and picturesque houses that are fast becoming rare. In many of the churches are paintings by Rubens and Van Dyck. The cathedral should be visited. The spire, which is Gothic, is 402 feet high, and is reached by 600 steps. The building contains Rubens' masterpiece—"The Descent from the Cross." The church of *St. Jacques* is also rich in paintings and sculpture. In the museum there is a fine collection of paintings; open gratis every Sunday and Thursday.

ANTWERP to BRUGES (a fine old city). Distance, 59 miles. Fares: 1st, 9 f. 65 c.; 2nd, 6 f. 80 c.; 3rd, 3 f. 60 c. Time, 2½ hours.

ANTWERP to BRUSSELS. Distance, 27½ miles. Fares: 1st, 4 f. 5 c.; 2nd, 3 f. 5 c.; 3rd, 2 francs. Time, 50 minutes. A great many trains daily.

ANTWERP to COLOGNE. Distance, 139½ miles. Fares: 1st, 26 f. 25 c.; 2nd, 19 f. 25 c.; 3rd, 8 f. 15 c. Time, 5 hrs. 19 m.

ANTWERP to GHENT. Distance, 49½ miles. Fares: 1st, 7 f. 20 c.; 2nd, 5 f. 40 c.; 3rd, 2 francs. Time, 2 hours.

Distance to Paris, 259 miles.

BRUSSELS.

HOTELS: *de Flandre* (good), *de Bellevue* (good), *Mengelle* (very good), *de Saxe* (good), *Grand Hôtel de Brussels* (very good), *Hôtel de Suède*, *de la Poste*, *Grand Hôtel Britannique*, *de l'Univers* (good), *Hôtel de France*, *de Hollande*, *Windsor*, *Wellington*, and others.

Boarding-houses, innumerable.

One-horse cabs are called *vigilantes*. The fare for the course within the town is 1 franc for first half-hour, 40 centimes for every quarter after that.

Two-horse carriages are called *fiacres*. The fare is 1 f. 50 c. for first half-hour, 60 centimes for every quarter after.

Digitized by Google

Tramways through all the main thoroughfares.

Brussels is a celebrated city, and is often spoken of as "Paris in miniature." To our mind it is infinitely preferable to Paris. It is a favourite resort of English people, who form a large colony. Living is reasonable, and the climate healthy. The suburbs are beautiful. The town is handsomely laid out with fine buildings, squares, and parks.

The sights to see are—

1st.—**Wiertz Gallery of Paintings.** Open 10 to 4, free. It contains some of the weirdest pictures in the world, the effects of which are heightened by a peculiar arrangement in the placing of them.

2nd.—**Palais de Justice.** Contains Gallait's celebrated picture, "The Abdication of Charles V."

3rd.—**Porte de Hal.** A museum of old armour. Very interesting.

4th.—**Hôtel de Ville.** Possesses a spire 344 feet high, from the summit of which the Field of Waterloo is seen.

5th.—**The Museum.** A gallery of splendid paintings.

6th.—**The Zoological Garden.** Fine aquarium. Situated near the Luxembourg railway station. Entrance, 1 franc; to the aquarium, ½ franc.

7th.—**The Mannikin Fountain** (which every one goes to see). A disgusting thing, that is a disgrace to the town.

8th.—**The Avenue Louise and the Bois de la Cambre.**

9th.—**Botanical Gardens.** Magnificent collection of plants and flowers.

10th.—**Church of Notre Dame de la Chapelle.** The high altar is from a design by Rubens.

11th.—**The Church of the Sablon.**

12th.—**The Palace of the Duke of Arenberg.** Strangers are admitted on application to the porter at the lodge.

13th.—**The Park.** Concerts every evening in the summer.

14th.—**Gallery of St. Hubert.** A fine arcade, with splendid shops.

Excursion.

To Waterloo. Drive by the Bois de la Cambre. Private carriage, 24 francs. A four-horse coach goes daily; fare, 7 francs there and back. By rail in ¼ hour (from south station). Return tickets, 2 f. 30 c.

Important to Tourists.—Letters posted at the head office before 4.15 p.m., *viâ* Ostend, and before 7.45 p.m., *viâ* France, are delivered in London the following morning. A telegram of twenty words to England costs 4s. 2d.

BRUSSELS to BÂLE, *viâ* Metz and Strasbourg (station, Quartier Léopold). Distance, 365 miles. Fares: 1st, 62 f. 50 c.; 2nd, 44 f. 90 c.; 3rd, 23 f. 90 c. Time, 14 hrs. 19 m. The best train is that which leaves at 7.30 p.m. Luggage is examined at Bettingen.

Digitized by Google

BRUSSELS to COLOGNE (station, Nord). Distance, 139½ miles. Fares: 1st, 26 f. 25 c.; 2nd, 19 f. 25c.; 3rd, 9 f. 45 c. Time, 5 hrs. 50 m.

Tourists who have the time at their disposal should spend a day in Metz, and visit the battle-fields of Alsace and Lorraine (*see* page 22), and from there proceed to Strasbourg.

The "J. E. M." Guide can be purchased at any of the principal booksellers in Brussels.

METZ.

HOTELS: *Grand Hôtel de l'Europe* (good), *Grand Hôtel de Metz* (good).

Population (fast *decreasing*), 44,673. Metz is a huge fortress which played an important part during the war of 1870. As none of the guide-books give any details of Metz and the neighbourhood around, the historical interest of which will never die, we recently inspected the battle-fields, and place before our readers a full description of them on page 22.

The 1st January, 1884, inaugurated a new era in Metz, namely, the official use of the German language.

The "J. E. M." Guide can be purchased at the bookstall of the Metz railway station.

STRASBOURG.

Population, 87,529. Hotels: *National* (good), opposite the station; *Maison Rouge* (good), close to the cathedral; *Angleterre*. See page 30 for description of Strasbourg.

BADEN-BADEN.

Distance from Strasbourg, 38 miles. Reached in 1½ hour.

Hotels: *Victoria* (excellent in every respect, deservedly recommended); *de France* (very good); *de Hollande* (good); *d'Angleterre, de l'Europe, de Russie, du Cerf* (latter comfortable and moderate), and others.

Baden-Baden is romantically situated on the borders of the Black Forest. It is a delightful town, with one of the most magnificent bath-houses in Europe. There are thirteen hot springs, which rise at a temperature of 115° to 150° Fah. They are recommended for gout, rheumatism, and renal complaints. The springs are in different parts of the town, and run from iron pipes into stone troughs. The conversation-haus and

Digitized by Google

reading-room (formerly the gambling-house) is a splendid building, in which concerts are held twice a day during the season. The Lichtenthal is a charming avenue, 5 miles in length, and in the season is one of the most fashionable lounges in Europe. Within 1 hour's drive or walking are the *Der Hohe Felsen*—a wild, rocky, and romantic region—and *Das Alte Schloss* (the old castle). It stands on a high rock, and commands a wonderful panorama, which embraces an immense stretch of the Rhine and the Vosges Alps. The environs are beautiful in the extreme, and many excursions can be made into the Black Forest. Baden-Baden is certainly the most delightful of the German watering-places.

BADEN-BADEN to BÂLE, *vid* Offenburg. Distance, 105 miles. Fares : 1st, 17 f. 25 c. ; 2nd, 11 f. 50 c.; 3rd, 7 f. 30 c. Time, 3 hrs. 45 m.

A magnificent route from Baden-Baden to Switzerland is through the Black Forest. There are several ways of doing it, but the best and most direct are :—

1st.—By rail to Offenburg, 25 miles. Thence, by the marvellous Black Forest Railway to Neuhausen, for Falls of Rhine. This railway is divided into 3 sections. The first, between Offenburg and Hausach, cost £250,000 ; the second, between Hausach and Villingen, reached the enormous figure of £1,162,500,—there are no fewer than 39 tunnels, which testify to the engineering difficulties that had to be encountered ; the third, from Villingen to Singen, cost £597,000. The highest point reached by the train is at *Sommerau* (2,820) ; this is the watershed between the Rhine and the Danube. The scenery on both sides is grand and romantic in the highest degree. If a party of friends are travelling together, they should endeavour to secure a compartment to themselves, in order to enjoy the views on both sides.

At SINGEN is a splendid ruin, called HOHENTWIEL ; it crowns the summit of a rock, from which a glorious panorama is enjoyed, which embraces the Black Forest and the Swiss and Tyrolese Alps. It is worth missing a train for.

From Singen the train is taken to Neuhausen for the Falls ; or those who do not care to visit the Falls may proceed direct to Constance (*see* page 363).

2nd.—Train to Freiburg-im-Breisgau. Distance, 55 miles. Thence, by diligence or private carriage through the wild and wonderful *Höllenthal* (*see* page 369), and the Valley of the Alb to Albbruck station, then on by train to Schaffhausen, Constance, or Zürich.

Digitized by Google

Freiburg is an important town, with a population of 40,000. Hotels : *Zähringer, d'Allemagne, Hôtel and Pension Lang* (recommended), *du Paon*. There is an English church, plenty of shops, and every convenience for a stay. Excellent German wines are procurable. The town possesses a splendid 13th-century Gothic cathedral. The neighbourhood abounds in fine walks and drives.

THE RHINE ROUTE.

1st.—By Holland. London to Rotterdam. If by Great Eastern Railway, *viâ* Harwich. Fare : 1st, £1. 6s. ; 2nd, 15s. If by London, Chatham, and Dover, *viâ* Queenborough and Flushing. Fare : 1st, £1. 10s. ; 2nd, £1. From Rotterdam to Cologne direct. Distance, *viâ* Boxtel and Breda, 142 miles (this is the shortest route). Fare : 1st, 22 m. 20 pf. ; 2nd, 17 m. 50 pf. ; 3rd, 11 m. 20 pf.

2nd.—From London, by Belgium, *viâ* Dover, Calais, Bruges, and Brussels (S.E.R.). 1st, £3. 7s. 9d. ; 2nd, £2. 8s. 9d. Or *viâ* Dover, Ostend, and Brussels. 1st, £2. 7s. 9d. ; 2nd, £1. 14s. 3d. Through-booking to Cologne, *viâ* Calais and Brussels : 1st, £3. 11s. 6d. ; 2nd, £2. 13s. ; *viâ* Ostend and Brussels : 1st, £3. 7s. 9d. ; 2nd, £2. 8s. 9d. ; *viâ* Queenborough and Flushing : 1st, £2. 8s. 6d. ; 2nd, £1. 12s. 10d. ; *viâ* Harwich and Rotterdam : 1st, £2. 8s. 6d. ; 2nd, £1. 12s. 10d. ; *viâ* Harwich and Antwerp and Brussels : 1st, £2. 8s. 8d. ; 2nd, £1. 11s. 9d.

COLOGNE.

(German, *Köln.*) Population, 135,000. Hotels : *Disch* (first-class, recommended), *du Dom* (good second-class), *du Nord* (good), *de l'Union, Grand Hôtel Victoria* (good), *de Hollande* (good and moderate), *Mainzerhof*, and others.

Bank and Exchange Office at 4, Cathedral Place, Domhof.

Telegrams to England, 4d. per word.

The "J. E. M." Guide can be purchased at any of the leading booksellers in Cologne.

Of course every one who goes to Cologne wants to purchase the famous scent, but it is a fact that *better* Eau de Cologne can be bought out of Cologne than in it. There are many establishments in the town for the sale of the perfume, and they all profess to be *the* veritable and original, but we can assure our readers that an immense deal of rubbish is sold, and we especially caution them against being inveigled by guides into particular shops, where the unsuspecting foreigner is charged

Digitized by Google

50 per cent. more *for the guide's commission.* Every guide gets so much for every bottle that is sold through his efforts.

Cologne, as every one knows, is a Prussian town situated on the Rhine ; it is strongly fortified, possesses 20 churches, 9,000 houses, 34 squares, and 270 streets. The cathedral is of course the great attraction, and it may well rank as one of the finest in the world ; it was commenced in 1248, and is not yet finished ; it is 511 feet long by 231 broad, and the two towers of the west façade will reach a height of 500 feet. Entrance to the nave and transept is free all day ; the choir is open from 6 to 10, and 3 to 3.30 ; visitors can only walk about the choir, however, between the hours of 8 and 9 ; at other times 1 mark is charged for the cathedral, and 1 mark 50 pfennigs for the choir and the Treasury of the Three Kings. There are any number of hangers-on about the doors, who will volunteer their services as guides ; but a guide is really not necessary ; though, if one is taken, those attached to the cathedral are the only ones to be depended upon, and they will be found *inside.*

The other churches worth seeing are—

St. Ursula. The legend in connexion with it is that the Saint came to Cologne with "eleven thousand virgins," and because they refused to marry with the Huns they were massacred. Their skulls are shown on the walls for a fee of 1 *mark* 50 *pfennigs* for one to three persons.

St. Gereon's Church contains the bones of the Theban Legion.

St. Peter's Church contains the "Crucifixion of Peter," by Rubens. Very fine. Fee, ½ mark.

The house where Rubens was born is No. 10, Sternengasse.

Museum (in Wallraf-Platz). Fine collection of stained glass and antiquities, pictures, &c. Fee, ½ mark.

The Zoological Gardens. Concerts daily. Steamers to the gardens from the bridge of boats over the Rhine.

Note.—Visitors to Cologne should not fail to notice the stupendous lattice-work iron bridge which spans the Rhine. It is a triumph of engineering skill.

In Westphalia, about 60 miles from Cologne, at a place called *Iserlohn* (population 16,000), are the FELSENMEER (sea of rocks), the SOUNDING CAVE, and the DECHEN CAVE, discovered as recently as 1868. The latter is a most wonderful stalactite cavern, and ought to be visited. The Bergisch-Märkische Railway Company carry excursionists to the cavern at cheap rates. The trip can be done in a day.

Digitized by Google

THE RHINE.

In "Vivian Grey" the late Lord Beaconsfield thus alludes to the Rhine:—

Triumphant and imperial river, flushed with the tribute of these vassal streams—the Meuse, Moselle, Nahe, Main, Neckar, Aar!

The tour of the Rhine properly begins at Cologne. Below that city, the scenery is very tame. The steamers take nearly 27 hours to perform the journey between Rotterdam and Cologne, though they go down in 19 hours.

The time occupied in the journey to Mayence is 14 hours, being against the stream; in returning, the steamers only occupy 8½ hours. The steamers have 1st, 2nd, and 3rd places, the 2nd place being the saloon. The steamers are comfortable, and all kinds of refreshments are to be had on board. As travellers are frequently cheated, however, they should pay for nothing without seeing the printed tariff for refreshments which is kept on board every boat. As the river as far as Bonn is very uninteresting, we recommend tourists to take train to Bonn, which is reached in *one hour;* the steamers occupy nearly 3 hours. By starting with an early train, the traveller will have ample time to see the beautiful and grand old town of Bonn, with its splendid suburbs, before the boat arrives. The best parts of the Rhine are between Bonn and Mayence, and Coblenz and Bingen.

Adieu to thee again! a vain adieu!
There can be no farewell to scene like thine,
The mind is colour'd by thy every hue;
And if reluctantly the eyes resign
Their cherish'd gaze upon thee, lovely Rhine!
'Tis with the thankful glance of parting praise;
More mighty spots may rise—more glaring shine,
But none unite in one attaching maze
The brilliant, fair, and soft;—the glories of old days.

"Right" and "left" apply to the direction in which the steamer is proceeding.

BONN (in Rhenish Prussia, right bank). Hotel, *Bellevue*, (overlooking Rhine, the best hotel). A university town, and celebrated for the number of eminent men it has produced. *Beethoven* was born in the Bonngasse. There is a statue to him in the Münster-Platz.

GODESBERG (right). Hotels: *Blinzler's, Bellevue.* In Rhenish Prussia. Grand old Castle of Godesberg on the hill; it was built in 1210 on the remains of a Roman fort, by Theodoric, Archbishop of Cologne; it was destroyed by the

Digitized by Google

Bavarians in 1583. There are mineral baths and springs at Godesberg, which is largely resorted to in summer.

KÖNIGSWINTER (left). Hotels: *de l'Europe, de Berlin.* In Rhenish Prussia. Here are the *Siebengebirge* (the seven hills), the nearest of these hills to the river is the "Castled Crag of Drachenfels" (the Dragon Rock). Mules are in waiting here to take travellers to the top of the hill, from which a magnificent panorama is obtained. Time, 1½ hour. Fee, 1 mark. This excursion could be combined with Bonn by starting very early in the morning. There is a ferry across from Bonn.

ROLANDSECK (right). Hotels: *Rolandseck, Billau.* A beautifully-situated little town, with a ruined castle. Close to is the island of *Nonnenwerth*, mentioned by Schiller in his ballad of "Ritter Toggenburg."

OBERWINTER (right). A small village.

RHEINBREITBACH (left). Small town with castles. Stands at the mouth of a valley in which are many disused copper-mines.

UNKEL (left). Here, owing to the steep rocks, there are some slight rapids.

REMAGEN (right). In Rhenish Prussia. Hotel, *Fürstenberg.* A magnificent view is obtained here from the Victoriaberg. The hill to the right is *Apollinarisberg*, on which is a modern Gothic church, which is made a showplace of on account of its magnificent frescoes.

From Remagen an excursion can be made up the VALLEY OF THE AHR, called the Rhenish Switzerland, to (7 miles) NEUENAHR. Hotels: *Kurhaus, Marien Sprudel, Hof von Holland, Victoria.* There are some celebrated hot alkali springs, which resemble Carlsbad; they are said to be highly beneficial in chest affections, stomach and liver complaints, &c. There is an omnibus several times a day; a private carriage costs 4 marks. In summer the place is crowded.

LINZ (left). Hotel, *Nassau.* The castle and town walls are built of basalt, and the streets are also paved with it.

BROHL (right). Small village. From here (distance, 7 miles by carriage-road) the LAACHER SEE can be reached. This is a remarkable lake, which fills up a volcanic hollow. It is 666 feet above the Rhine.

ANDERNACH (right). Hotel, *Hœkenbruch.* A very old town; in Rhenish Prussia. It is quite enclosed with walls, and has a most romantic appearance. It possesses a church and tower which are said to be 1,000 years old.

NEUWIED (left). Hotels: *Zum Goldenen Anker, Moravia, Wilder Mann.* This a clean, prim-looking town. It was built a hundred years ago, with the expressed purpose of offering an asylum to persons of every shade of religious thought. As a consequence, it became the home of a great

Digitized by Google

number of cultivated people from all parts of Europe. It possesses a large educational establishment, the property of a society of Moravians.

WEISSENTHURM (White Tower) (right). This is said to be the spot where Julius Cæsar crossed the Rhine. It is mentioned in his "Commentaries," but there is strong reason to doubt the correctness of the statement. At this spot, however, the French crossed, in 1796, in the very face of the Austrians, and on an eminence, to the left of the village, is a memorial to General Hoche, who died a few days after the crossing. It was erected by the "Army of the Sambre and Meuse to its General-in-chief, Hoche."

MUHLHOFEN (left). A small village. Here are Krupp's iron works. From this point an excursion up the SAYN VALLEY can be made. Scenery beautiful.

KESSELHEIM (right). Near are the ruins of Schönbornlust. It was formerly a palace of the Elector of Trèves. Was once the residence of the exiled Bourbon princes, and the head-quarters of the army of the refugees during the Revolution.

NEUENDORF (right). At this place the small timber rafts, which come down from the Upper Rhine and the Moselle, are formed into the great rafts which go down to Holland,—these rafts are amongst the most curious sights of the Rhine. They are formed of timber, purchased by different families, who take shares. Wooden houses are constructed on the rafts, and large numbers of people live in them, and immense quantities of provisions are carried. The ponderous mass is gradually floated down to the mouths of the Rhine, where it is broken up, the timber sold, and the proceeds divided amongst the shareholders.

Soon after leaving here, we come in sight of the huge fortress of *Ehrenbreitstein*. This is one of the most tremendous fortifications in Europe; its guns command the country for many miles around. In the wars of Louis XIV. it defied that monarch and all the power he could bring against it, and in 1798 and 1799 the best generals of France tried in vain to reduce it. Opposite to it is—

COBLENZ (right). Hotels: *Bellevue, du Géant* (excellent in every respect), *The Anker, de Trèves, Zur Traub*. Many pensions. Coblenz, which is 56 miles from Cologne, is a good place for a stay. It is built on the left bank of the Rhine, and right of the Moselle. The town is connected with Ehrenbreitstein by a bridge of boats, 485 yards in length. Coblenz itself is strongly fortified, and it is considered one of the

Digitized by Google

strongest places in Europe. Tom Hood lived at Castor Hof and Alten Graben in 1835–7, and wrote his "Up the Rhine." A ¼ mile from the Moselle bridge, on the road to Andernach, is a pyramidical monument to the republican general, *Marceau*, who was killed at the battle of Altenkirchen, on the 21st of September, 1796. He was a man of great worth, and friends and foes attended his funeral. Byron thus speaks of the monument :—

By Coblence, on a rise of gentle ground,
There is a small and simple pyramid,
Crowning the summit of the verdant mound;
Beneath its base are heroes' ashes hid,
Our enemy's—but let not that forbid
Honour to Marceau! o'er whose early tomb
Tears, big tears, gush'd from the rough soldier's lid,
Lamenting and yet envying such a doom,
Falling for France whose rights he battled to resume.

Brief, brave, and glorious was his young career,—
His mourners were two hosts, his friends and foes,
And fitly may the stranger lingering here
Pray for his gallant spirit's bright repose;
For he was Freedom's champion, one of those,
The few in number, who had not o'erstept
The charter to chastise which she bestows
On such as wield her weapons; he had kept
The whiteness of his soul, and thus men o'er him wept.

In the same grave reposes the body of General Hoche, who died a few days after he had led his army across the Rhine. It is said that he was poisoned.

In the square, opposite the Castor Hof, is a stone fountain, which has gained a world-wide renown, for the following extraordinary reason :—In 1812 the French took the city, and occupied it ; and during their occupation they pompously put up the fountain, and engraved this inscription on it to commemorate the expedition of Buonaparte to Russia :—

Anno, 1812. Mémorable par la campagne contre les Russes, sous la Préfecture de Jules Doazan.

A little while after this the French were driven out by the Russians, and, when the commandant saw the inscription, he caused to be engraved under it :—

Vue et approuvé par nous, Commandant Russe de la Ville de Coblence, le 1er Janvier, 1814.

From Coblenz charming excursions can be made up the Moselle by steamers, which run frequently. In 15 minutes by rail Bellthal can be reached. It is celebrated for some rich alkaline springs, strongly impregnated with magnesia and bicarbonate of soda ; they are said to be very valuable in cases

Digitized by Google

of weakness of the intestines and other internal disorders. Close to Coblenz (½ hour by rail) is also situated STOLZENFELS (the Proud Rock). It is crowned by a castle, once the seat of the Archbishop of Trèves. It was destroyed by the French in 1688, and remained a ruin for many years. Some few years ago it was presented by the town to the King of Prussia, who restored it at a cost of £53,000. It is now fitted up and furnished as a mediæval stronghold, and ought to be visited. The views it commands are grand in the extreme. Strangers are admitted on presentation of their card. In 1845 Her Majesty Queen Victoria was entertained in the castle by the King of Prussia.

EMS, renowned as being the favourite resort of emperors and kings, is within ½ hour of Coblenz.

Continuing our journey on the Rhine, we next come to—

OBERLAHNSTEIN (left). Hotel, *Die Lahneck*. A curious, old walled town.

RHENSE (right). An ancient town.

BRAUBACH (left). Ancient town. Copper and silver found in the neighbourhood.

MARKSBURG (left). A fortress of the Middle Ages. Still perfect.

BOPPARD (right). An ancient town, walled.

SALZIG. Opposite this village, and on the other side of the river, are two rocky peaks, called the Twin Brothers.

The river now winds through a ravine. On the left will be seen the ruins of the castles of *Thurnberg* and *Katzenellenbogen*, and opposite them the ruins of the fortress of *Rheinfels*, which was originally built by a Rhine robber, Count of Katzenellenbogen, in order to enforce tribute from vessels trading on the river. It was given to the French in 1794, and by them blown up. Its blackened walls still show the marks of the explosion. At the base of the ruins is—

ST. GOAR, and opposite, on the other side, is ST. GOARHAUSEN. Immediately beyond is the celebrated rock—

The LURLEI. Sometimes when the steamer passes a gun is fired to awaken the echoes, which are marvellous. The legend in connexion with this rock is, that it was once haunted by a beautiful syren, who lured young men to their destruction. A little further on are the *Sieben Jungfrauen* (Seven Sisters). They were seven daughters of a count, and were noted for their haughtiness, to punish which they were turned by a fairy into seven rocks.

Digitized by Google

OBERWESEL. Hotel, *Rheinischer Hof*. Delightfully situated, with a handsome Gothic church. Close to are the ruins of *Schönburg Castle*, where was born Marshal Schomberg, who was killed at the Battle of the Boyne, 1690.

KAUB (left). A small village. Above it are the ruins of the CASTLE OF GUTENFELS.

We now pass on to a castle which stands in the centre of the river, and was formerly a toll-house. We then reach—

BACHARACH (right). Blücher with his army effected a crossing at this point on New Year's Day, 1814. CASTLE OF STAHLECK on a hill behind the town.

LORCH (left). Considered to be one of the oldest towns on the Rhine. It stands at the entrance to the valley of WISPERBACH, which is the haunt of fairies, giants, and dwarfs. On the right bank of the stream, called the Wisp, is a peculiar rock, known as the *Devil's Ladder*. On the summit are the ruins of *Nollingen Castle*.

ASSMANNSHAUSEN (left). In Nassau. Hotels: *Kurhaus* and *Krone*. It boasts of a warm mineral spring. This place is celebrated for the wine it produces, called Assmannhauser.

The "Gorge of the Rhine" terminates near Lorch. At one time this part of the river was obstructed by a mass of rock known as the *Bingerloch*. In 1830 the Prussians set to work to remove it by blasting. The work occupied two years, and the passage was widened to 210 feet. All the débris taken out was formed into a monument on the roadside to commemorate the accomplishment of the task. On the right side is an islet with the ruins of the *Mäusethurm*, the scene of a curious legend, the full particulars of which will be found in Southey's ballad of "Bishop Hatto."

BINGEN (right). Hotels: *du Cheval Blanc*, *Victoria*. Bingen is situated in Hesse-Darmstadt, and amidst beautiful surroundings. It is a favourite resort, and a great number of foreigners visit it. It has a ruined castle on the Drususberg. RÜDESHEIM, the celebrated wine place, is on the opposite bank. The hills above Rüdesheim command magnificent views. There is a ferry between the two places.

GEISENHEIM (left). Noted also for wine. The river here is 700 yards broad.

JOHANNISBERG (left). Every one has heard of the exquisite Johannisberg wine. It is produced here, but the supply is nothing near equal to the demand. Consequently, there is a great deal of false Johannisberg in the market. Prince Metternich is the chief grower.

Digitized by Google

ELTVILLE (left). A small village in Prussian Nassau.

BIEBRICH (left). Small village. *Wiesbaden* is easily reached from Biebrich by a short drive along a very pretty road.

CASTEL (left). A fortress in Hesse-Darmstadt, connected with Mayence by a bridge of boats. Passengers for Frankfort leave the boat here.

MAYENCE (German, *Mainz*). Hotels: *d'Angleterre, Rheinischer Hof, de Hollande.* This is a fine old town, strongly fortified. It possesses a splendid cathedral, dating from the ninth century. Distance to Frankfort, 22 miles; to Wiesbaden, 7 miles.

From Mayence travellers bound for Switzerland may either proceed on by the steamer to Kehl for Strasbourg (*see* page 30), or take the train to Frankfort; thence, by Heidelberg and Stuttgart and across Lake Constance, to Rorschach (*see* page 359), or Constance (*see* page 363). The places named are described below.

FRANKFORT.

On the Main. Population, nearly 150,000; 20,000 are Jews. Hotels: *Frankfurter Hof* (excellent), *Grand Hôtel du Nord, The Roman Emperor* (has recently become the property of a Jewish gentleman, and is now much patronised by members of that persuasion), *d'Angleterre*, and *Swan* (the latter is now historically famous, as it was here that the peace between France and Germany was signed in 1871. A marble slab in the wall commemorates the event).

The "J. E. M." Guide can be purchased at the principal booksellers in Frankfort.

OPERA HOUSE. New, very fine. It was opened by the Emperor in person in the winter of 1880, and, two days after, narrowly escaped being destroyed by fire through the carelessness of some workmen.

The "ROMER," which is the old Town Hall, contains portraits of all the German Emperors. Formerly Germany and Austria were styled "The Holy Roman Empire," and are sometimes so spoken of at the present day in official documents.

Close to the "Romer" is a very old family house where Privy Councillor Van Leerse-Manskopf entertained in great state, in 1793, the Princess Louise, mother of the present Emperor of Germany, and subsequently Queen Louise.

THE JUDENGASSE.—Only a portion of this street now remains, but the house where the great financier Rothschild was born can still be seen.

Digitized by Google

The Palmen Garten. A splendidly-laid-out garden, with magnificent hot-houses, and a palm-house of immense size, and containing some of the rarest palms in the world. Tram-cars run every few minutes. There is an extensive dining-hall, in which a first-class band plays twice a day.

The Zoological Gardens, near the Hanau Station, contain a splendid collection of animals, especially lions and tigers. Concerts, twice a day. Excellent dinners and suppers to be obtained here.

Göthe's House. He was born here in 1769. The house is No. 23, Grosser Hirschgraben. Open all day. Admission, 1 mark.

The Cathedral. Very fine. The German emperors were formerly crowned here.

Visitors to Frankfort should not fail to call at the extensive wine-cellars of Messrs. MANSKOPF & SONS, 16, Hinter der Schœnen Aussicht. Presentation of cards is all that is necessary. Some rare old wines may be tasted, and every courtesy is shown to strangers by this enterprising firm, which has just added an antique "tasting-room" to its vaults.

HOMBURG is 11 miles from Frankfort, and is reached by train in half-an-hour. Several trains a day. Hotels: *De Belle Vue* (good), *Victoria* (good), *De Russie* (good), *Des Quatre Saisons* (good), *De Hesse* (good), *Westminster*, and others. English library kept by Herr Schick, agent for "J. E. M." Guide. Homburg is a fashionable resort during July and August, and a great number of English people go there. The Park, in which the mineral springs are situated, is magnificently laid out. The "Elizabeth Quelle" is the fashionable rendezvous, as the visitors assemble here from 7 to 8 in the morning to drink the waters. During that time a band plays; and the large number of people moving about amongst the parterres, which are brilliant with exquisite flowers, make up a very animated scene. From this spring a covered promenade extends to the palm-house, which is kept in splendid condition, and is filled with a magnificent collection of tropical plants. The KURHAUS,—where there are a reading-room, restaurants, covered promenades, and a grand concert-room where daily concerts are given,—is in the town. There is a small theatre in connexion with it. The neighbourhood of Homburg abounds in beautiful walks. About two miles from the town are some very perfect and highly-interesting remains of Roman fortifications.

It is necessary to caution visitors who may take up their residence in private apartments, to have a written agreement, in which should be specified what is to be provided, and the total amount that is to be paid. The Homburg lodging-house

Digitized by Google

keepers, like many more of their class, have very elastic consciences, and they are perfect adepts in the art of fleecing.

From Frankfort, by rail, direct to—

HEIDELBERG.

Hotels: *de l'Europe* (with every comfort, highly recommended), *Victoria*, *Prince Charles* (highly recommended). Heidelberg is magnificently situated on the Neckar, in a region that is beauty itself. It is a university town, and great educational advantages are offered to youths of all nationalities. The disgraceful, barbarous, and cowardly system of school duelling is here in full force, and is officially sanctioned. It consists of a number of youths of rival colleges being pitted against each other. Their bodies are shielded, but part of the head and face is exposed. He who is skilful enough to slash this exposed part to mincemeat is accounted worthy of all honour. But anything more brutalising or disgusting in the way of so-called sport is not to be found in any other civilised community in the world.

Every one who goes to Heidelberg should not fail to visit the ruins of the CASTLE, 300 feet above the town. View magnificent.

The German government have recently decided to restore this castle, though all its original features are to be preserved.

"J. E. M." on sale at the principal booksellers.

BRUCHSAL.

Junction. Bâle can be reached in 6 hours; Stuttgart, in 2 hours.

STUTTGART.

Capital of Würtemberg. Hotels: *Marquardt* (one of the best and most reasonable hotels on the Continent), *Royal*, *König von Würtemberg*, and others.

Stuttgart is one of the handsomest and cleanest towns in Germany. It is celebrated as a musical centre, and there is a large English colony. All the necessaries of life are remarkably cheap, and the climate is good, though very hot in summer. The king's new palace should be visited, also the Museum of

Digitized by Google

Art (open free, Monday Wednesday, and Friday). A visit should also be paid to St. Johanne Kirch, in the Fenersee Platz. Notice particularly the magnificence of the stone carving outside. One of the suburbs of Stuttgart is CANNSTADT, where there are baths. It is delightfully situated, and within 2 hours by rail is GEISLINGEN, a highly-romantic spot.

Rail direct to Friedrichshafen (*see* page 360), on Lake Constance, in 7 hours, *vid* ULM, from whence MUNICH can be reached in 4 hours.

THE BATTLE-FIELDS OF ALSACE AND LORRAINE.

GRAVELOTTE, ST. PRIVAT, MARS-LA-TOUR, REZONVILLE, VIONVILLE.

IT is difficult to realise that seventeen years have sped away since the 15th of July, 1870, when the Duc de Grammont, in the name of Napoleon III., proclaimed war against Prussia. The relations between the two countries had long been strained, and Europe had watched the negotiations with painful interest. To thoroughly understand the events which so rapidly followed the declaration, one must carefully study the records of the struggle—the history of the war has yet to be written—which was one of the most disastrous and sanguinary the world has ever known. It does not come within the scope of this article to enter into all the details which led up to the war, nor of those which followed in such rapid succession so soon as the armies met in battle array. France had cried, "To arms!" and her children obeyed the call, knowing nothing, however, of the mightiness of the giant they were going to wrestle with. Unprepared and disorganised as the French army was, with generals totally incompetent to lead the troops under their charge, war should never have been declared, but the French people in their ignorance shouted "*A Berlin!*" until they were hoarse, and forward went the soldiers, cheerfully and with alacrity. Had they struck quickly and vigorously, how different might

Digitized by Google

the tale have been! For Germany was not ready, her army had yet to be mobilised, her frontier towns were unprotected, and many of her fortresses were manned with garrisons so weak, that resistance against a determined onslaught would have been worse than useless. Many were the subterfuges resorted to by the Fatherland to deceive its enemies as to its strength, and so gain time to gather up its power. Yet all this time France was shilly-shallying, and golden opportunities were lost. Frossard was lying supine before Saarbrück; the town was at his mercy, and yet, for some incomprehensible reason, he did not avail himself of his advantage until too late. He struck at last, the handful of Prussians were driven out of the place, and the Tricolor floated where the Black Eagle had before waved. That early success—where the late Prince Imperial received his "baptism of fire"—gave France a splendid chance, and, had she been quick, decisive, and sudden in her movements, her emperor might have gazed upon the Rhine. He had crossed the frontier, and was on German soil, and "Advance!" should have been the word; but that extraordinary supineness of his generals was fatal, and slowly the iron grip was tightening round the fair heart of France. At last Germany was ready, and she put her mighty hosts in motion, which was never to be arrested until beautiful Paris lay at the conqueror's feet. Quickly following on Saarbrück came that tremendous struggle on the Spicheren Berg. Saarbrück and Spicheren might be said to have been the prelude to the great drama that followed, and as such have been under-rated. But Spicheren was the means of proving to France what the soldiers of the Fatherland could do. These heights were said to be absolutely impregnable, swept, as the slopes were, by a withering fire from French guns and chassepots; but, in spite of the tremendous storm of lead and iron that beat with ghastly effect on the German troops, piling up their dead and mangled in great heaps, and deluging the earth with blood so that it ran down in streams amongst the vines, the children of the Fatherland pressed steadily forward and upward, recoiling sometimes from the fiery hurricane, but only for a brief space, until, at last, the fierce struggle ended, the heights were won, and Germany rolled the invader back from her soil. Henceforth the chief acts of the stupendous drama were to be played out in the smiling valleys, and on the vine-clad heights, of fair Alsace and Lorraine.

It is unnecessary here to follow up all the events which led to those fearful battles around Metz. Suffice it to say that

Digitized by Google

Bazaine had taken over the command of the "Army of the Rhine," which at that time numbered upwards of 200,000 men of all arms. With this great force he attempted to march on Chalons, there to effect a junction with Marshal McMahon, and, had he succeeded in doing so, the strong probabilities are that the Prussians would never have got to Paris. As it was, Bazaine dallied until it was too late, and when he did move it led to the battles of Gravelotte, St. Privat, Rezonville, Mars-la-Tour, and Vionville.

It is possible that in the whole history of wars there is nothing that can compare for fierceness and slaughter with the battles named. They were fought on the 14th, 16th, and 18th of August, 1870, and yet traces of the awful struggle still remain.

The country all around Metz is beautiful in the extreme, and presents a series of rolling uplands and well-watered valleys, the chief river being the "Blue Moselle." Everywhere the vine is extensively cultivated, and the whole district is famous for its fruit. The villages scattered about are highly picturesque, and the peasants are sober, peaceful, and industrious.

The theatre of the struggle on the days mentioned above embraces an area of—roughly stated—about thirty-eight square (English) miles. Over this space the red tide of battle ebbed and flowed. The total number of the troops engaged on both sides must have been upwards of 400,000, and, at least, 130,000 of these were slaughtered.

Metz itself lies in a hollow, and one section of the fortifications is washed by the waters of the Moselle. Leaving the town by the French gate the first village that is reached is Longeville. The road here trends to the right a little, and commences to rise towards Gravelotte. Moulins is passed, and then comes Rozerieulles. This village suffered very much during the war, but it is not until you get out of the village, on the east side, that the first traces of the storm of battle are discernible. Here, on the right-hand side of the road, is a small quarry. The face of the rock is deeply indented, and splintered with shot and shell. On the edge of these rocks the French had planted a battery, which punished the Prussians severely, so that a regiment was ordered to storm the position. Three times did they nearly reach the muzzles of the guns, and three times were they beaten back with fearful slaughter. So great was the carnage, that the pit of the quarry was piled up with dead, and corpses were standing upright, held in position by the pressure of other corpses before and behind.

Digitized by Google

In some cases the dead hands were stretched out heavenwards, as if the owners in their dying wretchedness appealed to God for the pity man denied them. The walls of rocks, the ferns and lichens growing in the crevices, the grass and bushes about the edges of the quarry, were drenched with blood that dripped down in little streams.*

The quarry was silent enough when we visited it. During the past seventeen years only a few tons of gravel have been removed. Its splintered and shot-indented sides are mute witnesses of the hell of agony endured there. Young ferns and spring flowers lend colour to the rocks, but they cannot divest them of the ghastly horrors that cling to the spot.

The road now takes a sudden bend to the right, and still rises until the high table-land is reached, and we stand on the southern portion of the field of Gravelotte. And what a view bursts upon the sight! Supremely beautiful so far as nature is concerned, supremely mournful so far as man has had to do with it.

Looking back the way we have come, Metz is seen lying in the green valley through which the Moselle threads its way. All around stretches a glorious panorama of undulating downs, broken up by hollows, and clothed in patches with dense woods, and bounded on the far-off horizon by pine-clad slopes. In a military sense, no better battle-field could have been selected. Standing here, one takes in, as in a bird's-eye view, the great track over which the fierce tide rolled on those fatal days of August. The scene is peaceful enough on this fresh spring morning. Overhead, the sky is cloudless and blue, and the air seems to thrill with the passionate notes of the larks. Here and there a tender green hue lies on the fields where the young corn is showing itself, and everywhere the busy peasants are labouring, so that in due season they may reap. What a harvest Death reaped here is realised as one gazes with mournful interest on the green mounds with their white crosses, which everywhere dot the land. Between these mounds the ploughs are threading their way, and careless ploughboys are whistling merrily, or shouting to their horses, all unmindful of the dead who sleep beneath their feet.

At *Point-du-Jour*, a farm-house, which is still in ruins and where a most sanguinary struggle took place, is the first monument; it is erected to the Fusileer Regiment, No. 33. Then

* This description was supplied to the writer by an eye-witness of the scene—a medical man attached to one of the ambulance-corps.

Digitized by Google

follows one to the Infantry Regiment, No. 29 ; and when we have passed this we arrive at *St. Hubert.*

Every one who followed the war during its progress, or who has read the records since, will know what an important part *St. Hubert* played during the fearful fight of Gravelotte. It was an auberge and farm-house, standing on the edge of the road to the left, going towards Metz. It had extensive out-buildings, and an oblong yard running parallel with the road, and walled round with a wall about four feet in height. Recognising its strategical importance, the French seized upon *St. Hubert*, using the wall as a breastwork for their guns, and fortifying the buildings. From this place belched forth a hellish fire of shot and shell that tore into the German ranks, and strewed the plain with mangled corpses. The guns and mitrailleuses of the improvised fort swept a great tract of land, and nothing within their reach could live. It was only after many attempts, and by sending overwhelming masses of men against it, that *St. Hubert* was carried, for the Prussian generals recognised the fact that, while the French held the position, their armies could never be turned.

To-day *St. Hubert* is still a wreck. Its walls are shattered and crumbled by shot and shell. Its yard is filled with graves ; on the edge of the road, and all around in thick clusters, are more graves and white crosses, on many of which hang wreaths of immortelles ; while, now and again, one comes across a grave upon which loving hands have placed bunches of fresh flowers. Close to this spot splendid monuments raise their heads to different regiments ; and these monuments, and the number of the graves, testify too surely of the slaughter that took place round that blood-stained auberge. It is computed that, at least, 10,000 men met their death within a space of half a square mile, taking *St. Hubert* as a centre. From this farm the road descends and crosses what is known as the *Gravelotte Ravine*, at the bottom of which flows a tiny river or brook, called the *Mance.* It then enters the opposite height as a narrow pass. Here, again, the graves are thick, and traces of the artillery fire are still visible.

Pursuing our journey, we come out from the banks which shut in the road, and reach the village of Gravelotte, where, on the left, is the ruin of a large building that was destroyed by shells. The white crosses are numerous enough now. They are on the roadside, in the orchards, on the fields. Whole regiments were slaughtered here. One grave is close to the doorstep that gives entrance to a house. It should be stated

Digitized by Google

that in every case the bodies were buried as nearly as possible where they fell. With very few exceptions the French and Prussian soldiers were interred separately. On every wooden cross at the head of the grave is a number corresponding with a number in the register, whereby the names of the dead are known. The crosses also have inscriptions as to the nationality of the sleepers, where they fell, and how many lie in the grave. Every grave on all the battle-fields is turfed, and these green mounds look singular as they rise up out of the newly-ploughed earth. The crosses are whitewashed once a year, and the owners of the land where the graves are, are bound, under heavy penalties, to keep them in order. Many of the graves round about Gravelotte contain hundreds of corpses in each grave, and the thousands of crosses bear silent witness to the fearful slaughter that here took place. Leaving Gravelotte, the road branches, one fork running northwards to the farms *Mogador* and *Malmaison;* then through *Vernéville, Halonville, St. Ail* and *Ste. Marie-aux-Chênes* to *St. Privat* and *Arnanvillers.* All these places, which lie close together, were rendered memorable by the war, and the melancholy interest attaching to them will never die. *Mogador*, an extensive farm, played a similar part to *St. Hubert*, and it was only after fearful slaughter that it was carried by the Prussians. Round about it the graves are thick. The farm was totally destroyed by the firing, and has been rebuilt. Behind the farm one gets an extensive view of the French positions, lying opposite by the farms of *Leipzig* and *Moskau*, and so strong do these positions seem even to the non-military mind, that it is evident their holders could only have been driven out by overwhelming numbers.

At *Malmaison* a carriage-road strikes off to the right; and here a sanguinary contest was waged by the 9th Corps, which, in the woods of *Genivaux* and *La Cusse*, suffered fearfully. In the village of Vernéville is a beautiful monument to the 18th Division. The frontier is now crossed, and we are in French territory; and near *Halonville* is the monument of the French Infantry Regiment, No. 84, and also the beautiful monument to the Emperor Alex, of the Grenadier Guard Regiment. On the other side of *St. Ail*, German territory is again reached. *Ste. Marie-aux-Chênes*, a small village here, was occupied by the right wing of the French army as an outpost. It was stormed by the Saxons, and taken after bloody fighting. The earth all round about is encumbered with graves.

From *Ste. Marie* towards *St. Privat* the ground gradually ascends, and this part of the country was held in great force by

Digitized by Google

the French. Several times was their position assaulted by the guards, who were repulsed each time with appalling slaughter. But, at last, in concert with the Saxons, the place was taken. The dead lie thickly here. One grave alone contains 500 Prussian bodies. At the entrance to *St. Privat* is a magnificent monument to the guards who fell on that fatal day. *St. Privat*, which was laid in ruins during the fight, has been almost entirely rebuilt. Graves and monuments meet the gaze everywhere, and tell how stubborn were the defence and attack. Retracing our steps, and then branching off across the country for a few miles, we reach the village of *Mars-la-Tour*, in French territory. It is an important village, and the scene of desperate fighting. At the junction of some roads, and close to the railway, which skirts the village, is a French monument, of great size and exceeding beauty. Beneath it sleep over 11,000 soldiers. On the north and south sides of the pedestal are bas-reliefs, in bronze. They represent incidents in the war, and are perfect works of art. In front of the stone column of the monument is the life-size figure of a dying French soldier. He has just been shot, and is falling into the outstretched arms of a woman. The expression on the faces of the man and woman is marvellous in its truthfulness to life. That of the stricken soldier displays agony of a most intense kind, while the gentle face of the woman is filled with the tenderest pity and sympathy. This monument is alone worth a long journey to see. Leaving Mars-la-Tour by the main road, we very soon reach Rezonville. In a small and very humble house in the main street, King William, of Prussia, passed the night of the 18th of August, after the Prussian troops had succeeded in driving Bazaine and his enormous army back under the fortifications of Metz. Over the doorway a dazzling white marble tablet, fastened into a whitewashed wall with polished brass studs, bears an inscription to the effect that on the night of August 18th, 1870, "Kaiser Wilhelm" slept here. It may be mentioned, *en passant*, that no tablet, or mark of any kind, immortalises the humble dwelling, in the next village, where the Emperor Napoleon and his son passed the weary hours of that dreadful night of the 15th. The room in which the French Emperor slept—or rested, for it is doubtful whether he slept, knowing, as he did, that the fate of fair France trembled in the balance, and that all around him the bodies of her sons were lying in heaps—is kept sacred by the owner of the house, and its two small windows are always closed. In a little while, however, he will be gathered to his fathers, and his successor

Digitized by Google

may not have the same reverence. Would it not be a scant act of grace on the part of the Germans to put a small tablet on the wall, for surely they can afford to be generous to the memory of their dead foe? The pompous tablet in the next village makes the absence of one here all the more conspicuous.

From Rezonville we move over to *Flavigny*. This is a little group of farmhouses on a slight eminence that rises like an oasis in the midst of a wide tract of ploughed fields. *Flavigny* was the centre of most desperate fighting, and the graves are very thick indeed; the French obtained possession of this eminence, and improvised it into a fort, with an all-round fire that did fearful execution. Bad as Gravelotte was, it is generally admitted that the battle of Vionville was by far the bloodier of the two; on that day alone over 30,000 French and Prussian soldiers were slain. There is a perfect forest of crosses, and the monuments are numerous, one in particular arresting the attention; it is a large pyramid built of rough stones, surmounted with a spread eagle in bronze; it is built to the memory of the 5th Division, which was almost annihilated, and, according to a tablet let in on one side, it is erected on the spot where Prince Frederick Charles greeted General von Stülpnagel as he came upon the battle-field. On the heights the graves are uncommonly numerous, and the edge of the highway over which the troops in their death-struggle surged backwards and forwards is studded with them.

As one stands at Flavigny, and runs his eye over the eastern side of the battle-field, he will observe a depression in the land; it was there that the 24th Prussian Regiment held their ground for five weary hours against overwhelming odds. During that time they lost in slain above 47 officers and 1,100 men.

From Vionville to Gorze the road strikes almost due south for some distance, and close to Vionville is a watering-place surmounted with trees; a murderous fight took place on this spot, and the graves are thick. To the left of the road, in the centre of a ploughed field, is one huge mound; beneath are 1,100 Prussian bodies. At the edge of this field, and close to the highway, is another large monument surrounded by a chain, and planted round with flowers; on this spot stood a field hospital, and beneath the monument are buried many scores of amputated limbs. As we proceed along the road the crosses grow scantier; here and there by the roadside a small mound marks the spot where a solitary man sleeps—some picket or sentry possibly, who had been shot down at his post of duty. The road becomes very steep, and the scenery beautiful, as we

Digitized by Google

descend into the Gorze Ravine. On this declivity a Prussian gun broke loose as the horses were straining to drag it up the hill; it tore back again, striking against another gun that was coming up, wrecking the gun and killing seventeen of the gunners. They sleep down in the hollow, on the left of the road; two little green mounds starred with primroses, and two crosses hung with immortelles, mark their resting-places. These are the last graves we pass, and we soon reach Gorze, 12½ miles from Metz. It is a charmingly-situated village, surrounded with hills that are clothed with vineyards, and crowned with forests. Although not the scene of actual fighting, it was ghastly during those terrible nights in August when the air was filled with death. A continuous stream of Prussian troops was being poured through the village towards the battle-fields, and a continuous stream of mangled and shattered wounded was flowing from the fields towards this sheltering village, where every one was ready to lend what assistance he could; doctors, sisters of mercy, and volunteers hurried about; there was no sleep for any one. A huge convent—now a penitentiary—was packed full of wounded and dying. Straw was shaken down in the streets, and the wounded laid upon it. Candles and lamps were stuck outside on the window-sills to light the troops to and from the fields of slaughter..

Leaving Gorze, the Moselle is crossed by a small suspension-bridge that was held by the Prussians, who were ready to destroy it should occasion require. From here the way is through charming scenery, and past scattered villas embosomed amongst trees and surrounded with flower-gardens. On the right of the road rises up the hill of St. Blaise. This was occupied by the Prussians as an observatory, and, as it commanded Metz and the country for many miles round, it gave them a splendid advantage, as no movement on the part of the enemy could take place but what was known. The French repeatedly tried to shell the place from Fort St. Quentin, but the range was too far. A large farmhouse, however, standing on the slope of the hill, was destroyed, and has only recently been rebuilt. Nearer to Metz again, is a beautiful villa, where the capitulation was signed, and a short distance from this the new railway station, built since the war, is reached, and the town is here entered by what is known as the Porte Serpenoise.

METZ, STRASBOURG.

When Bazaine failed to get through the German lines, and retreat to Chalons, he retired to the rear of Forts St. Quentin

Digitized by Google

and Plappeville, with at least 180,000 men and ample stores of munitions of war. There is every reason to believe that he was then under the impression that Marshal McMahon would soon march to his relief; but, as subsequent events proved, that general was chained with chains as strong as those which held his colleague in Metz. Yet, notwithstanding this fact, military men agree in saying that, had there been unity and discipline in the army of the beleaguered city, Bazaine ought to have been able to have burst through the ring that environed him. Masterly inactivity, however, seems to have seized him; and though he made three or four sorties, each of which was unsuccessful and one involved an enormous sacrifice of life, he capitulated at last, handing his rotten army over to the Prussians, and giving up possession of Vauban's masterpiece in the way of fortifications; and he who gazes upon Metz to-day cannot doubt that never more, save through unaccountable disaster or treachery, will the city pass out of the possession of its present owners. Metz, as a city, cannot boast of picturesqueness. Its streets are narrow and gloomy, and an air of settled melancholy seems to hang about the place. The iron has entered into the souls of the old population, and the new comers are poor, and compelled to struggle hard for bare sustenance. Its cathedral, though not equal to Strasbourg, is very beautiful, and contains some exquisite paintings. In 1877 the roof of this splendid building was destroyed by fire, but it has since been restored. The country for many miles round Metz is charming, and is noted for its splendid grapes and abundant harvests. Fruit of every kind grows in great profusion, but during the war the Prussians destroyed many thousands of acres of orchards, which have never been replanted.

As a place of natural strength the fortress could scarcely be surpassed, while the outlying works and double line of inner fortifications entitle it to be classed as one of the most powerful military stations in the whole world. Its principal trade is tannery; but this has sadly fallen off, its business has departed, and the spirits of its people are crushed. One is strongly impressed with this idea as he wanders through the town, and notices how the civilian element is subordinate to the military one, for it may be said that every third person the stranger meets within its gates is a soldier. From the earliest glimmer of day to the darkness of night there is heard the tootle of the fife, the roll of the drum, the braying of trumpets; spurs and swords never cease to clank on the pavements, and large bodies of troops, mounted and unmounted, are for ever moving about.

Digitized by Google

The garrison consists of 22,500 men—an army in itself. It was originally 18,000, but for some reason was recently increased. The slopes of the fortifications are brilliantly green with grass. The casual observer sees no piles of shot or shell, and only now and again a tiny gun peeping through an embrasure; but, nevertheless, he cannot but feel that all around him, hidden away at present, is a stupendous latent power that at any moment, should occasion require, would spring into an overwhelmingly destructive activity. This feeling is increased as he further observes that everywhere, inside and outside of the walls, are huge barracks, and in every square and on every plateau drilling is ceaselessly going on. The German system of drilling is cruel in its Spartan-like severity, and it is an indisputable fact that a large percentage of the recruits of the Fatherland never develop into full-blown soldiers, because, in accordance with the law which governs the "survival of the fittest," the weakly ones are killed off during their probation; and this may account for the physical power of German troops taken as a body.

On the eastern side of the city, and under the shadow of the mighty Fort St. Quentin (now called Prince Frederick Charles), is a vast plain, fringed with immense barracks, and used as a practising-ground and riding-course, which is crossed with hurdles and formidable-looking fences. Here one may see, on any morning, young soldiers being taught to ride, and schools everywhere in the open air. The military instructor stands chalk in hand before a huge blackboard. His pupils sit round him on forms, and by means of diagrams on the board he instructs them in the theoretical tactics of war. Others, again, are being instructed in marksmanship; and everywhere, with remarkable persistency, from the embryo bugler, who is being taught to sound the calls, to the practised soldier studying the higher branches of the art of slaying, training is going on; and, if the alien had never visited any other part of the Fatherland but Metz, he could not help but come to the conclusion that, as a military nation, Germany probably stands unrivalled at the present day.

Strong as Metz was previous to 1870, it is infinitely stronger now, for the Germans have built new forts, and the slovenly earthwork of Les Bottes, which the French constructed, has been turned into a permanent and first-class fort by the new owners; and quite recently has been completed a fortified building to be used for storing corn, of which it will contain enormous quantities.

Digitized by Google

As a place of residence, Metz is not desirable, for, with the military element so dominant, business could never thrive. Even the soldiers spend little or no money in the town, for all the barracks are provided with stores, canteens, reading and billiard-rooms. Consequently, Fritz is able to purchase anything he wants inside of his quarters without running the risk of being fleeced by certain greedy civilians who look upon the soldier as legitimate prey. England might well take a hint from this.

After the war, the Germans allowed two years as the time for those who wished to leave Alsace and Lorraine to do so. At the expiration of the two years all those who remained were to become German subjects, and to live under German laws. Over 200,000 persons availed themselves of the *Permis d'optation*, and from Metz alone there was a perfect exodus, all the wealthy people going to France. In their place came poor Germans, who hoped to make money in their new home; but these hopes have been cruelly falsified; the commercial prospects of the place are irretrievably blighted, and its prosperity has crumbled to ruins. It is, in short, nothing more than a huge barrack, and a barrack it will remain to the end of time, unless before then nations consent to beat their swords into pruning-hooks and weld their guns into statues.

During the investment of Metz, Bazaine's soldiers did not enter the city proper, but were encamped under the walls and on the slopes of the hill, which is crowned with Fort St. Quentin. The Marshal himself, however, together with his staff, took up his quarters in the *Grand Hôtel de l'Europe*, where, reports say, he fared on the very best while his soldiers were starving. When the victorious army entered the town, the same hotel was filled with Prussian officers, and the *salle à manger* was turned for the nonce into a military bureau, where many of the documents, bearing upon the capitulation, were signed. The hotel, therefore, possesses a historical interest.

En passant we may mention here, that in 1877 the Emperor of Germany visited Metz, and went over the surrounding battle-fields.

The most determined sortie was made on the 7th of October, under cover of a dense fog, and during a murderous fire from all the ramparts and the forts. If Bazaine had earlier made such a determined attempt to break the cincture, and had displayed the military skill he did on that occasion, he might have succeeded in getting through; but it was too late, in spite of the admirable disposition of his troops, and the hurri-

Digitized by Google

cane of shot and shell he rained on his foes. Those foes were too well prepared, and their ring of steel was then too strong, and literally without a weak part.

It was during this bloody fight that the Prussian Landwehr performed such prodigies of valour. A battalion of the 59th held the village of St. Remy. It was important that the French should take possession of this village, and they poured upon it a terrific hail of shot, shell, chassepot, and mitrailleuse bullets. Still the gallant battalion held their ground. Then masses of Frenchmen swept down like a whirlwind, and by dint of numbers gradually forced the brave defenders out, but not very far. Their stubbornness was remarkable, and they were annihilated where they stood, their backs to the walls, their faces to the foe. The fight lasted for hours, but the French were beaten back, at last, under the walls again, their spirits crushed, their hearts broken. The slaughter was awful, and the inhabitants who remember that red day cannot speak of it, even now, without a shudder. When the night closed in, the city was a place of wailing, and the air was mournful with the cries of the wounded and the groans of the dying.

This was the last attempt Bazaine made. He saw now that he was doomed, and that the terrible cordon of steel and fire around him could never be passed. His army was in a state of rottenness; scurvy, floury typhoid, small-pox, and other loathsome diseases were decimating his ranks. He had remained supine too long, and his chance had passed for ever. In a few days he capitulated, and his army, consisting of 3 marshals, 66 generals, 6,000 officers, and 173,000 men of all arms, became prisoners of war. The Germans marched in on the 28th, and took possession of the forts and town, which contained enormous quantities of ammunition. Large stores of food, of all descriptions, were also found, so that it is pretty evident there had been treachery somewhere. That was a heavy day for France, a great day for Germany; and virtually the fate of France was sealed from that moment.

As the crow flies, the distance from Metz to Strasbourg is about 65 miles, and, as every one knows, Strasbourg is the capital of Alsace and Lorraine. Its population at the last census was 87,529, and, unlike Metz, it is gradually increasing. As a town, Strasbourg is an infinitely superior place to its sister city, but, like Metz, it is also a huge fortress, greatly strengthened since the war, and now absolutely impregnable. The town is built on a plain, and is exactly one mile from the Rhine, which is crossed at Kehl by a bridge of boats.

Digitized by Google

It will be remembered, that one of the earliest operations of the war was the blowing up of the Kehl railway bridge by the Germans. A very handsome structure of iron and stone supplies the place of the old bridge, and Kehl itself is now protected by fortifications. Strasbourg is a centre of commercial activity, and, unlike Metz, her streets, and marts, and hotels are filled with busy crowds the livelong day. The great sights of Strasbourg are its cathedral and wonderful clock, both of which are, perhaps, without a rival. The building is of warm red stone, and its lace-like spire is a perfect marvel of carving. This spire can be seen for many miles around the country. The Strasbourg cathedral is a very old building, and has had a most eventful history. Wars, fire, lightning, fanaticism, have all played their part in helping to destroy its original features. On the left side of the nave is a magnificent organ; it is built against the wall, and near the roof. It was considered to be the masterpiece of Andrew Silbermann, who constructed it in 1784. He was acknowledged to be the most able organ-builder of his time. During the bombardment of 1870 this splendid instrument was pierced by a shell, but has since been restored, and is none the worse for the damage. A volume might be written on the wonders of the Cathedral and its world-famed clock, but space will not permit of our dealing with them in detail; suffice to say that the spire of the cathedral is 468 feet high—that is, 7 feet higher than the Great Pyramid of Egypt. Its summit is reached by 560 steps, and to mount to the top is a work of great labour; but the wonderful and unique view from the summit well repays the exertion. Exactly half way up is a platform, which has ever been used as a look-out-tower. Men are stationed here, night and day, to strike the bells, and give the alarm, in case of fire. One of these men was at his post all through the war of 1870, and never quitted it, not even when the whole roof was blazing, and the Prussian shells were storming about the spire. In addition to the cathedral, Strasbourg boasts of a splendid library, containing 400,000 volumes. The fortifications and citadel form a regular pentagon, and were built by Vauban, about 1682. On the 10th of August, 1870, the Prussians sat down before the city, and on the 19th, having got about twenty batteries into position, they began the bombardment. The place was garrisoned by brave General Ulrich (who died a year or two ago), with a mere handful of men, and for seven long weeks he kept the Prussian hosts around him at bay. The real horrors for the inhabitants began about the 23rd, during the night, when the air was filled with bursting

Digitized by Google

shells, and the sky was lurid with conflagrations. It was then that the new church, the grand library, the museum of paintings, and many of the finest houses, became a heap of ruins. Fortunately for the world, the magnificent collection of books was saved by the citizens, and a new library now adorns the town. On the nights of the 25th and 26th of August the fate of the cathedral seemed to be sealed, for, to the disgrace of the Prussians be it said, they made this wonderful work of art a special target. The flames broke out from the roof, and rose to a fearful height, swirling and hissing round the noble spire. In spite of the immense column of flame which lit up the whole country, and plainly indicated that the cathedral was on fire, the guns were still kept playing, and the shells went on shattering the stone ornaments of the spire and sides. Very soon the whole roof fell in with a mighty crash, and the fire died out, simply for the want of fuel. On the following morning, the stricken citizens flocked to their beloved cathedral to find its marble floor cumbered with a heap of blackened, mouldering ruins, and the magnificent painted windows nearly all shattered. The organ was pierced, but the clock, strange to say, was untouched. The shot still continued to hurtle about the place, and every day surrounded the building with débris. On the 4th of September, the crown of the building was hit by two shells, and the stones were hurled to marvellous distances. On the 15th, a shot struck the point just below the cross, which was bent on one side, and only prevented from falling by the lightning conductor, which held it in its place On the 22nd of September, the theatre was set on fire, and 200 persons, who were in the building, were literally roasted alive. At last, on the 28th, when longer resistance was worse than useless, General Ulrich, with 400 officers and 17,000 men, surrendered to the victorious Prussians, and poor France lost another of her beautiful cities.

One of the curiosities of Strasbourg is the storks, which build their nests in the town, and fly about unmolested. They are as sacred to the citizens as the pigeons of Venice are to the Venetians. During the bombardment the inhabitants of the town supped their full of horrors, but they are enjoying prosperity now, and long may they continue to do so. The garrison is not quite so large as at Metz, but still very large, and the military element is quite as conspicuous. A portion of the outer zone of fortifications has been levelled, and the zone carried much farther out, and considerably strengthened. By this means a greater command over the surrounding country has been gained, and a considerable addition of land has been

Digitized by Google

made to the city. In time, when the military works are finished, this land will, no doubt, be built upon, or utilised as a park or promenade.

As regards the Germanised-French population of Alsace and Lorraine, there is no doubt that the more ignorant of the peasantry are indifferent to the change of nationality, but the feeling of the intelligent class is best described in the words of a grey-headed old veteran, who, with flashing eyes and clenched teeth, said to us with strong emphasis :—

"Ah, monsieur, ils peuvent nous Germaniser par loi, mais nos cœurs, jamais——Entendez-vous ? Jamais !"

That the conquerors have been lenient in many things must be admitted, but the law which compelled all males born after 1854 to serve in the German army is one that has caused intense ill-feeling, and many a silent prayer is uttered that the day may dawn soon when fortune shall give France another chance to recover the fair provinces of Alsace and Lorraine.

The whole of the places (including Strasbourg) mentioned in the foregoing pages may be visited in one day, by making Metz the starting-point and leaving early. A carriage with 2 horses costs 30 francs. The route we have described should be strictly followed, and, on returning to Metz, the train can be taken to Strasbourg (6 hours), where the night should be passed.

NOTE.—Travellers who may experience any difficulty in purchasing the "J. E. M." Guide abroad will oblige by communicating with the editor.

Digitized by Google

HOTELS AND PENSIONS.

IT has long been the fashion of Guide-books to speak disparagingly of the Swiss hotels, and in many instances to refer to their proprietors as if they were merely ravening lions, seeking whom they might devour. That, in a number of cases, the condemnation has been merited, we are forced to admit; nor must it be supposed for a moment that we are setting ourselves up as apologists for the hotel-keepers. On the contrary, we consider it the duty of every editor who undertakes to write a Guide-book to caution the public against the extortion that is, unfortunately, only too rife, not only in Switzerland, but most continental tourist resorts. "Make hay while the sun shines," is a proverb which hotel-proprietors seem to have learnt only too well. We, however, who are responsible for this book, write without fear or favour, and, having had personal experience of a great number of the Swiss hotels, we are not disposed to join like bleating sheep in the general cry that is raised against the landlords. Many years of travelling about the Continent give us the right to speak with authority, and we are inclined to think that the hotels of Switzerland will compare favourably with any country in the world, and are infinitely better than are to be found in many other parts of Europe. It is true that travellers are frequently fleeced and imposed upon, but in a large number of cases the traveller himself is responsible for this indirectly; for unfortunately our countrymen when abroad on their holidays display a weakness to indulge in expensive tastes; they assume airs, order dear wines, grumble at the *table-d'hôte*, and strive in every way to create exaggerated notions of their own importance. It is scarcely to be wondered at, therefore, that landlords should take advantage of this national weakness, and make it bring grist to their mills. No greater mistake could be made by English tourists than to carry their English tastes with them abroad, and expect to have every little whim and caprice gratified. The hackneyed quotation, "When in Rome do as Rome does," is still worth bearing in mind, and were it more frequently acted upon complaints would be fewer and extortion less.

Those who suffer most, perhaps, in the way of fleecing, are the tourists who only spend a night or two at an hotel; and we need scarcely say that this class of travellers represents a very large section of the holiday public, and is looked upon as

Digitized by Google

legitimate sources of big profits. The best protection against this is to have a clear understanding, on entering an hotel, what the charges are to be. Let there be no mistake; inquire the price of your dinner, bed, breakfast, *service, lights.* The two latter items are frequently extortions of the worst description. It is no uncommon thing to be charged a franc and a half, or two francs, for candles that you do not burn ten minutes, and which are worth from ten to twenty centimes each; and a franc and a half for service, making three to three and a half francs *per day.* In addition, the man who cleans your boots *must* have a gratuity, and the resplendent being known as the *Portier* —who bows so fawningly to you when you go in, and stands so near your elbow when you leave—must have *his* little tip; and the scornful curl of his nose will probably inform you that what *you* consider a good fee *he* is disgusted with. The charge for service, therefore, as long as this soliciting is permitted, becomes a farce, and no one will be disposed to defend such a system of taxation as honest trading. Apart from its manifest unfairness, it embitters one's life during the tour; and that it is unfair is only too evident when you are told that the porter is *not* included in the service. The "service and light" question has long been a burning one (no pun meant) in Switzerland, and, as landlords will not alter the extortionate charges, tourists should combine to resist them, and if this were done with spirit and determination the ring would soon be broken down. We know instances where travellers have, before leaving in the morning, put the scarcely-burnt candles into their bags and carried them off, on the ground that they had a fair and legal right to do so, since they were charged for them at such a high rate. If every one did this, it would soon have an effect. In the case of the porter, *he* cannot be carried off, but you may at least (if you have the moral courage) refuse his importunities, none the less annoying because they are silent ones.

Taking the brighter side, however, the Swiss hotels will bear comparison, as we have already said, with any in Europe, and we gladly testify to the courtesy and attention one meets in a general way from the landlords, who are, for the most part, extremely civil and obliging. The hotels are almost invariably scrupulously clean, while the food is good and wholesome. These remarks refer more particularly to those houses which are situated on well-beaten tracks; but if you wander into the less frequented by-ways you will probably find places that are little better than "dens" of thieves; but even in many of the small and unpretending houses one may meet with rough

Digitized by Google

comfort and good service cheerfully rendered, at very moderate cost. Of course, there are all sorts and conditions of hotels; many of them bear a world-wide reputation, and justly so. Others, again, are mere traps for the unwary. If, however, the traveller will follow the advice given above, and make a bargain beforehand, he will not have much to complain about. And, if you think you are being dealt with unfairly, threaten to go to the opposition house, for it must be an out-of-the-way place indeed if there are not two or more hotels close together. The threat has often a marvellous effect in bringing a landlord to his senses.

In most of the first-class houses *pension* can be had for from seven to twelve francs a day, exclusive of service and lights (in some cases *inclusive*). The question should always be asked, "Does that include attendance, lights, and charges of every kind?" If the answer is "Yes," you may rest assured that you are with fair-dealing people. Even if a slight additional charge is made for attendance and lights, it does not make the total excessive, for twelve francs taken as the maximum represents ten shillings a day, which generally comprises a good room, breakfast of bread, butter, honey, tea, coffee, or chocolate, with plenty of milk; luncheon of two or three courses; and a very substantial, and in most cases excellent, dinner. The same dietary scale is, of course, enjoyed by those who only pay seven francs, the difference in price being due to the size, position, and furnishing of the sleeping apartment (German, *Schlafzimmer*). There are not a few good houses where *pension* can be had for less than seven francs, but this figure may be looked upon as a general minimum charge.

Of private *pensions* there is an immense choice. The wonder is how they all manage to exist. As in the case of the hotels, the rule we have laid down, to have a thorough understanding as to what you have to pay, should be rigidly adhered to, and if this be done many heartburnings will be saved.

We feel it our duty, also, to caution English travellers against being deluded and snared by the "Wine Cartes," which, in most cases, are so many written falsehoods. It is extremely difficult to obtain good champagnes, and still more difficult to get good burgundies or clarets. Well-known names are given to rubbish for which an exorbitant price is demanded. Even the country wines are priced far higher than they ought to be, but they may at least in most cases be relied upon. Our advice is, Drink nothing but the Swiss or German wines, and under no circumstances be tempted into ordering *port* or *sherry*. It has always been a profound mystery to us why hotel proprietors will *not*

Digitized by Google

keep good wine; it would certainly be more profitable in the end, while the satisfaction it would give to customers is incalculable.

A lesser grievance is the very indifferent milk met with in some of the hotels. In summer, the milk taken from an entire herd of Swiss cows does not contain less than 12½ per cent. of "total solids," and the cream very often reaches 12 per cent. of the volume of the milk, and occasionally is even more. For the benefit of our readers we may explain that the *total solids* represent the nutritious portion of the milk, and when milk is spoken of as being *rich* it means that these solids are present in abundance. In a land literally flowing with milk and honey it is hard that the traveller cannot procure either one or the other in a state of purity. Throughout the country, with few exceptions, the so-called honey that is put upon the tables is a vile and digestion-destroying decoction of mixed syrups (*see* our Special Analysis, page xxxii.), while the milk is frequently deteriorated by added water; but even for this rubbish *twopence halfpenny a glass* is charged. If you get the same quantity from a chalet, it is rich and delicious, and you pay a penny for it. Why, then, we ask, should you pay a hundred and fifty per cent. more in an hotel for stuff that is only one part milk to three of water? Fresh eggs, too, are a rarity; so, unless you like your eggs "high," do not attempt them.

In conclusion, if you do not mind roughing it, and wish to make your tour very cheaply, shun the large hotels, and patronise only post-houses and wayside inns. The food is coarse, but wholesome, for robust people, and the rooms are humble, but for the most part clean. It is needless to say, however, that such places are hardly suited to delicate ladies, and some knowledge of the language is indispensable.

As we shall not fail to have something to say in future editions about cases of gross extortion that are, in a *bonâ fide* manner, brought under our notice, so, on the other hand, we shall take real pleasure in directing the attention of our patrons to those houses where fair dealing is a feature. We may mention here, that, without exception, all the hotels and inns recommended, or spoken of as "fair," or "good," in the body of the work, are known to the editor or his colleagues, and may, therefore, be relied upon. All letters on the subject of hotels and *pensions* should be addressed to—

THE EDITOR, "THE 'J. E. M.' GUIDE TO SWITZERLAND,"
MESSRS. WYMAN & SONS,
74–76, GREAT QUEEN STREET, LONDON, W.C.

Digitized by Google

ON MOUNTAINEERING.

I accept the peril,
I choose to walk high with sublimer dread,
Rather than crawl in safety.—GEORGE ELIOT (*Armgart*).



OF all the manly and health-giving pursuits for which Englishmen, more, perhaps, than any other nation, have an especial fondness, that of mountaineering unquestionably stands at the head of the list. It is at once the purest and most ennobling of sports, and has a strong tendency to develop the very highest attributes of manhood in those who devote themselves to it.

It is frequently asked, why should men peril their lives for the sake of getting up a mountain? but they who ask it know nothing of the intense enjoyment this very peril begets; moreover, the very people who ask the question are, in all probability, those who would strongly uphold horse-racing and fox-hunting. The one is demoralising; the other is dependent for its enjoyment on the agony of a wretched animal hunted to the death, and is beset with peril of no ordinary kind; whereas your mountain climber in the Alps is admitted, as it were, to Nature's most sacred shrine, and he must be dead indeed to all right-minded feeling if his thoughts do not wander from Nature up to Nature's God. It is only on great heights that one can fully realise the unutterable sublimity of these wonderful Alps, and it is only when you come to breast the side of some giant peak that you begin to understand that the Alps are not ordinary mountains. The glorious panorama that is gradually unfolded as you mount upwards, the sense of quickened mental enjoyment, the invigorating effects of the pure air, the shattered cliffs, the dazzling snow, the mighty pinnacles of ice, and, lastly, the splendid triumph when Nature's obstacles have been successfully overcome, and you stand on the cone of virgin snow or on the summit of some splintered aiguille, fill one with a delicious sense of pure delight such as nothing else can beget. You come to realise that it is indeed a pleasure to live; for a brief space you are removed from the carking cares of every-day existence; the fever of men's passions affects you not here, and the mind seems more capable of realising how wonderful the world is; you know that there is nothing mean, nothing sordid, nothing untrue around; but look which way you may you will see awful sublimity, and a grandeur that makes you dumb. Colour and light and shade, rock and

Digitized by Google

snow and glacier, appalling depths and misty distances, and everywhere immensity and might; these are the things that seem to intoxicate you with a pleasure that cannot be put into words, while the stupendousness and vastness which meet you at every turn awaken new ideas in your mind hitherto undreamt of, and you become conscious of certain purifying influences which leave their impress on the character and aspirations of a man's life. The enjoyments of mountain scrambling, however, can be tasted but by a few, comparatively speaking, of those who go to Switzerland to gaze upon the glorious Alps; for, unless men possess the necessary qualifications, they soon find that the higher heights are not for them; mere brute force is useless, though strength and perfect health are indispensable; but apart from these you must have patience, endurance, fortitude, perseverance, forbearance, and if you have not these qualities you might as well attempt to fly as to scale into the region of eternal snows. You must mount by steady toil, every inch of the way is to be won only by unflinching zeal for a set purpose; but this very toil develops strength of body while it expands the mind, until the toil ultimately becomes the keenest pleasure; moreover, there is a fascination (a healthy one be it remembered) in mountaineering which grows upon you; you feel it to be irresistible, but you are conscious that it is leading you to purifying ends and aims, and arousing mental and physical qualities within you that you were not aware you possessed. There are wonders in the Alps revealed to no one but him who by patient labour stands on some soaring peak; then Nature, though she may at the outset have tried to thwart you, takes you to her bosom like a kindly mother, and rewards you for your pains by a sight of the beauty and grandeur of her marvellous solitudes. Then, when your holiday is over, you may go back to your desk or your study; but amidst the fretting life of the bustling city, or the intense worry of your domestic homes, the memory of the sublimity of the sights you have seen will linger with you like a delicious dream, and will influence you to greater patience and exertions in doing your duty to yourself and those around you. These things, then, are the reward of him who goes mountain-climbing, but let it not be supposed that that reward has in all cases been earned without risk and peril.

At the end of every tourist season there is always a sad roll of casualties in the Alps, and in many a lonely churchyard amidst the solemn mountains sleep mangled victims to climbing. We, however, emphatically assert that *ninety per cent.* of these

Digitized by Google

casualties are due to preventible causes, and these causes may be classified as :—

Incompetency on the part of the climber.

Incompetency on the part of the guides.

Foolhardiness.

Doing that which the guides distinctly say should not be done.

An overweening sense of self-importance on the part of the tourist, and consequently a stupid dislike to accept assistance from the guides when offered (a valuable life was lost recently on the Matterhorn from this very cause).

Rotten rope.

Attempting mountains in bad weather.

Attempting them after snow, or too early or too late in the season.

Attempting them when you are not in good health.

Attempting out of mere braggadocio to climb places that are well known to be impracticable.

Rank carelessness.

These, then, represent most of the preventible causes of accidents ; those which are not influenced by any of these things may be described as :—

Avalanches.

Falling rocks.

Falls of ice.

Sudden bad weather.

The breaking away of rock, snow, or ice, under the pressure of the feet.

As illustrating a non-preventible cause of accident, we are enabled to give one of Mr. Edward Whymper's spirited engravings. It represents a party startled by the fall of an avalanche while they were in the act of descending the extremely difficult *Aiguille du Midi*. In this case they were enabled to get clear of the track taken by the stupendous mass of falling snow and ice; but their position was none the less perilous, and the chance which favoured them was little short of a miracle.

Against these latter perils, however, ordinary precautions and experience will avail much; therefore, be sure that your guides are men of tried and proved ability ; ascertain for yourself that the rope you are going to trust your life to is strong and sound ; do not counsel your guides, but let them counsel you, *and heed their counsel ;* never attempt to go up a mountain if there are the slightest signs of bad weather ; do not trust yourself to steep snow slopes when newly-fallen snow lies on frozen snow ; do not climb if you are out of sorts ;

Digitized by Google



A PERILOUS DESCENT OF THE AIGUILLE DU MIDI (*see page* 44).

Digitized by Google

Digitized by Google

keep your eyes well open, and your senses on the alert, for those things which may tumble about your head, and, above all, *never* under any circumstances go on to a snow-covered glacier without being roped.

These are no more than ordinary precautions, and, if greater attention were given to them, the death-roll every year would be reduced to a minimum.

There can be little doubt that one of the greatest dangers of mountaineering in the Alps is the liability to fall into crevasses; on flat glaciers that are free from snow these are easily avoided, but on sloping snow-covered glaciers they are so many hideous death-traps set to catch the unwary. Unfortunately, there is a tendency on the part of many guides to look upon the rope as rather an encumbrance; they incline to the opinion that it is unmanly, and prefer to trust to their own knowledge and the signs which tell of crevasses rather than to a precaution which, even if it *were* unmanly, is so obviously a safeguard that all other considerations should give way to that one. We who have climbed up many mountains, and traversed hundreds of glaciers, give this advice whether you be a tyro or "old hand," *Never under any possible circumstances discard the rope on snow-covered ice.* Remember that your guide is your servant for the time being; therefore, should he exhibit any objection, use your prerogative to insist in the most peremptory manner. As further advice we say, Do not attempt anything that you are not perfectly certain you have the physical strength to accomplish, and remember that mountain-climbing, like everything else, cannot be learnt in a day; you must serve an apprenticeship to it if you wish to become efficient, and until you are out of your apprenticeship do not assume and ape the manners of a journeyman.

Touching the much-vexed question as to whether ladies should climb, we do not hesitate to say, "No." Women are not adapted physically or mentally for such arduous work; not only do they lack the necessary endurance, but steadiness of nerve and head, and that freedom from excitement which in moments of danger are indispensable. Of course, we readily admit that these qualifications are occasionally found in women, and are sometimes absent in men. Where such is the case there is no reason why a lady should not essay to stand on the loftiest peaks; but, speaking generally, ladies had better be content with the lower heights which are within their powers. Of late years much has been done in the way of mule-paths up mountains, and heights hitherto inaccessible to ladies are now easily attainable

Digitized by Google

For glacier work, and for mounting steep snow slopes, many inventions have been introduced, such as crampons for the feet, spikes for the shoes; we do not hesitate to say, however, that these things are as dangerous as useless; good boots properly nailed are all that is necessary, for he who goes mountaineering will soon learn that sure-footedness is an indispensable condition for the work, and this sure-footedness is gained by practice, which also begets confidence. The ice-axe is likewise a valuable adjunct, but it is important that the use of it should be learned, for in difficult places it may, unless caution be used, become an instrument of danger to him who carries it as well as to him who is following. An ice-axe should also be well and properly manufactured, and one of the best makers we know of are Hill & Son, of the Haymarket, London. For an alpenstock, a straight stick of ash is to be preferred before anything else; it should be well shod with an iron spike, and should only exceed your own height by two or three inches, while its strength should be such that it will support your whole weight when each end is resting on a chair-back.

In regard to diet during mountain work, a heavy meal should be avoided before an ascent, and when eating is freely indulged in on a mountain a period of rest should follow whenever practicable; spirits should be avoided, though the mountaineer will *never* be without his flask of good old cognac; it is useful in cases of faintness, accident, or numbness from cold. We would particularly caution the aspirant for climbing honours against cold water and cold milk; a mere taste of the deliciously pure water one finds running down the glaciers may be ventured on, but no more than a taste if you wish to preserve your health; let your drink be the country wine, or, what is infinitely better, cold, unsweetened tea. Do not overtax your strength and bring on excessive fatigue, or the results may be more serious than you are inclined to imagine.

Mountain-climbing is a pure and healthy enjoyment, but it is for the young and strong, and requires great perseverance, undoubted courage, and great endurance. In conclusion, we cannot do better than quote the words of that Prince of Mountaineers, Mr. Edward Whymper, who, in his "Ascent of the Matterhorn," thus closes his delightful book:—

"Climb if you will, but remember that courage and strength are nought without prudence, and that a momentary negligence may destroy the happiness of a lifetime. Do nothing in haste, look well to each step, and from the beginning think what may be the end."

Digitized by Google

WHAT TO WEAR.

TO those who contemplate a tour in Switzerland for the first time, not the least perplexing question is that of what to wear. Strangers to continental travelling are very apt to go wrong in the matter of clothing, and to spend a great deal of money on things that will be found useless when they reach the country they intend to visit. Nothing, therefore, but practical experience can solve the difficulty, and those who have not this experience should be guided by those who have. Tourists (the fair sex in particular) are exceedingly liable to overburden themselves with luggage, and if there is anything that will embitter your existence during your tour, and render it pleasureless, it is a quantity of luggage. Of course, if you have a weighty purse and can afford to take servants with you, a few hundredweight of luggage more or less is of small importance; but, if you have not, then we say emphatically, carry nothing but what you absolutely want; for *all* luggage must be paid for on continental lines, and the charges are high. Now the important question is, *What* do you want? Well, let us answer it by saying, Only those things that are absolutely useful! You are going to Switzerland to enjoy yourself in the splendid air, amongst the wonderful mountains and the charming valleys; you will have to scramble up rough mountain-paths, to travel over glaciers, and to plough through snow; therefore you do not require silks and satins, and pumps and white kids. There are no morning calls to make, no evening parties to attend, and no grand dinners to sit down to.

First, as to boots—items of the highest importance. The ordinary strong boots worn at home will be found of little use in Switzerland. A properly constructed boot, to resist the wear and tear to which it will be subjected is what is required, and it is most essential that it should be well fitting. There are plenty of good makers in London, but, if you do not happen to live in London, go to your own bootmaker and instruct him to make you a good roomy lace boot, coming well up in the leg, the leather to be of the best quality, but soft and pliable (common leather, if it once gets sodden with snow, becomes hard and useless, and probably bursts the next time it is worn); the soles should be solid, at least half an inch thick, and the sewing of the strongest possible kind; do not have them nailed in England, but the first Swiss town you stop at send them to a cobbler and get proper nails put in. Remember that

Digitized by Google

good nails are indispensable. When you have got your boots, lay in a supply of good dubbing (Prout's is the best), and if you are wise you will use this yourself every night instead of trusting to the porter in the hotel; rub it well into your boots when you take them off, and you will not suffer from either wet or abraded feet, and walking will be a pleasure. Next to a good boot the stockings are most important, and these should be thick, but soft, woollen ones. If, notwithstanding these precautions, you should suffer from blistered feet, which is improbable, soak your feet in salt and water in which a little alum has been dissolved, and when you put your stockings on soap them well inside, the soap being only slightly damped. If our advice with reference to your boots and stockings is strictly followed, you will have reason to thank us before your tour is over.

The other part of a man's wardrobe should consist of two pairs of trousers, a stout and a light pair,—good Scotch tweed is the best possible material; a short, well-fitting coat to button over the chest, and with plenty of pockets; another coat for evening wear, two flannel shirts, three flannel singlets, and two white shirts, with half a dozen collars, two pairs of woollen gloves, a soft felt hat with a large brim and an elastic to fasten under the chin, and if your skin is very sensitive to the sun and wind do not forget a blue veil; a travelling cap will also be found useful. If in addition to these things you provide yourself with a stock of pocket-handkerchiefs (say half a dozen), a pair of slippers, some toilet requisites, a woollen muffler (for in the high Alps the evenings are cold even in the height of summer), a few pins and needles, some thread and buttons, and a pair of scissors, your wardrobe will be complete for a couple of months' tour, with one exception, a good *Scotch plaid*, which you can carry over your arm and use as a wrap in the railway-carriage and on board the boat, the rest of your things you can stow in a small leather portmanteau, strong handbag, or knapsack.

Ladies should have at the outside not more than three dresses; one for evening wear, a second of some washing material, and a third a *short* light woollen one for scrambling about in, and which will not spoil with sun and rain; the best and most serviceable thing of this kind that we know of is a good, dark blue serge. In addition to the strong boots already mentioned, a pair of a lighter kind and a pair of slippers, a thick woollen shawl, and a good ulster; of linen, only what is absolutely necessary (at almost every hotel things can be washed in a few hours); take with you only *one* bonnet or hat. When you get to

Digitized by Google

Switzerland you can buy for three or four francs a good serviceable hat with a large brim; some gloves (one pair woollen); what are known as *gants de Suède* can be bought almost anywhere on the Continent—they are good and cheap; in addition, you will want a stout umbrella. The best possible trunk is a small basket one, price from thirty shillings to two pounds; do not forget a bottle of Price's glycerine for the face, and a stock of good *soap*; the glycerine should be mixed with one-third olive oil. If you ask for soap at a continental hotel, you will stare when you get your bill.

A few useful trifles may be added by both sexes, such as a leather bag for the shoulders, an opera-glass, some luggage labels (parchment), a collapsable drinking-cup, a compass, a bottle of arnica for bruises, a bottle of spirits of camphor for faintness, a chamois leather bag for money. Gentlemen can buy good English and American tobaccos at nearly every town in Switzerland; but do not be persuaded into purchasing cigars in the hope of a bargain, as a good cigar is as dear on the Continent as in England.

It may not be generally known that in Switzerland almost anything can be sent *through the post*, from a sack of potatoes to a bandbox; therefore, if you want to send on your trunk or handbag, address it *legibly*, and have it conveyed to the nearest post-office (it will cost you two-thirds less than by rail or mule); it will be stamped, you will get a receipt for it, and it will be delivered as soon as a letter. This hint should not be forgotten; it is a very rare thing indeed for luggage sent through the post to be lost or tampered with; if it is, you have redress.

The following mixture, given as an original recipe, we can confidently recommend to ladies as one of the most refreshing and protective washes for the face and hands that can possibly be used; not only is it refreshing in an extraordinary degree, but it has a most beneficial effect upon the complexion, therefore try it.

RECIPE.

Spirits of wine (*perfectly pure*).....	3 parts.
Distilled water.....	1 part.

The mixture to be scented with some good perfume according to taste. Attar of roses is very agreeable.

It is also a capital thing for gentlemen to use after shaving.

If, unfortunately, you should get much skinned by the sun, we know of no better ameliorative than vaseline. The pain

Digitized by Google

from the bites of flies or mosquitoes may be *instantly eased* by washing the parts with a little diluted *caustic ammonia* (*not spirits of ammonia*), one part to two of water; a tiny phial holding about a tablespoonful can be carried in the waistcoat-pocket. The same remark applies to a phial of Price's pure glycerine; it will be exceedingly useful to moisten the lips with when they become parched during a journey.

For a sudden and slight attack of diarrhœa a little brandy burnt in an iron spoon will be found beneficial; this should be followed by a mild black-draught, but in all cases of serious illness no time should be lost in sending for the nearest doctor. As a cure for sore heels, or in fact for any simple abrasions, a correspondent kindly sends us the following recipe, which he strongly recommends: "A small quantity of vaseline and zinc ointment mixed." Any chemist will make it up. It should be spread on a piece of linen and applied to the sore part.

GLACIERS: THEIR ORIGIN AND GENERAL FEATURES.

By Philip Holland, F.C.S.

ANY ONE who has made a lengthened stay in Switzerland will have remarked that the loftiest peaks of the Alps are capped with snow all the year round. The reason the snow remains is, that the air which bathes the summit of the mountains is far colder than the air of the plains, and so prevents any considerable thaw. Between a mountain-top and its base, however, there is a line of demarcation, where the air is warm enough in summer to melt the snow. This is called the *snow line;* and on the northern slopes of the Alps is drawn at an elevation of between 8,000 and 9,000 feet above sea-level. The cause of the difference in temperature of the higher and lower strata of air is due to a physical property of the earth's atmosphere. This, in virtue of the watery vapour it holds in suspension, can store up the heat of the solar contribution, which our earth daily receives, and is ever radiating, and so keep the lower air and surface of the ground warm; acting, in fact, much as a garment does in relation to our bodies. Keeping these facts before us, it will be clear that the surface of the earth will be coldest in those situations, or under those conditions, where the aqueous shield is thinnest, or least dense. Now a very marked rarity of the atmosphere is one of the chief characteristics of an Alpine summit, and is a chief cause, though not the only one, that enables Mont Blanc to wear his icy diadem all the year round.

Digitized by Google

The term *glacier* is given to the immense accretions of ice, which, falling originally on the mountains as loose snow, have gradually descended the ravines, becoming consolidated in their way by the joint agencies of pressure and cold, acting on snow that is partially thawed.

The conversion of moist snow into ice in this manner is called *regelation*. We may remark here that perfectly dry snow cannot be glacified, and that in the formation of glacier ice the water necessary for its production comes from the melting of the superficial layers of snow by the sun. The water so produced gradually percolates through the mass, the interior of which being below 32° Fah., and subject to pressure by superincumbent layers, is compacted together. It is in this way that loose, dry snow is converted into the solid glacier with which visitors to Switzerland are familiar.

On the high Alps snow falls at intervals through the entire year, and, were it not for the downward displacement brought to bear by the later on the earlier falls, the accumulations would, in time, tower to an indefinite height. Natural laws, however, adjust the balance, for the glacified snow as it slides from its mountain cradle thaws on approaching the warmer air of the valley, and thus the height of the *névé*, or loose snow that feeds the glacier, does not alter very materially.

It will be apparent, then, that a glacier may not inaptly be likened to a river, the source or head water of which is the constantly renewed *névé* crowning the mountain summit. A glacier, like a river, has motions similar in kind, though differing in degree, and is able to adjust itself within its rocky borders, following their ever-varying curves and gradients, in the same manner as would flowing water. This motion of the ice field was, no doubt, observed ages ago by the Alpine herdsman, who, when crossing the glacier, could scarcely have failed to notice the change in position of certain stones resting upon it. Not until a comparatively recent period, however, did this motion attract the attention of scientific men. Principal Forbes, who spent much time in studying glacier phenomena, found portions of a ladder on the Mer de Glace, which had been left on the *Aiguille Noir* by De Saussure forty years previously, and must, presumably, have been conveyed to where they were found by the moving ice; as the Mer de Glace is in direct communication with the Aiguille Noir. In addition, we have Agassiz's account of the shifting of a small observatory hut, erected on the Unter Aar Glacier, the hut having followed the course of the ice current. Any doubt, however, that might have existed on the subject has been entirely set at rest, not

Digitized by Google

only by the observations of M. Rendu, Forbes, and Tyndall, but quite recently by most interesting practical experiments upon the Rhône Glacier by the Federal engineer, Mr. P. Gossett, of Berne. This gentleman made the following systematic attempts to determine the speed of glacier motion :—On September 1, 1874, the first stone of a row was laid on the glacier, the row extending in a mathematically straight line between two given points of observation. The work was not only difficult, but of the most trying description, inasmuch as the stones had to be placed touching each other along a line upwards of 3,000 feet in length. Every stone was perfectly cleaned, and, that done, it was painted on both sides. At distances of twenty feet larger stones were placed, and these were distinguished by numbers marked on them. There were four rows of this nature, two above and two below the ice fall, and they were painted red, yellow, green, and black. An elaborate map, on a scale of $\frac{1}{500}$, with horizontal parallels at every five mètres of vertical height, was then drawn. On it were carefully marked the exact position of the rows of stones, and of more than fifty accurately determined stations on the banks. The stones were further marked in detail, on special plans on a much larger scale than the above. Every succeeding September since the stones were disposed as we have described, their lines have been carefully retraced upon the plans, and the altered position, together with the actual height above the sea, of every numbered stone, have been ascertained, when possible, by actual measurement. Sometimes the numbered stones have fallen into crevasses, and men have been obliged to descend by means of ropes and ladders to recover them. As can be readily understood, this kind of work was not free from danger, and, on one occasion, Mr. Gossett gallantly went to the assistance of one of his porters who had fallen into a crevasse ; he slipped, and fell himself, sustaining such injuries that he was subsequently laid up with serious illness for some time.

In the course of his observations, Mr. Gossett has noticed that the large stones, where the surface is uneven, move more quickly than the smaller ones, while the smaller ones get mixed up in a confusing heap. Last year the editor went over the whole extent of this glacier, and was astonished to see how the once straight lines of stones had been swept down in curves, some of their curves following an angle almost parallel to the moraines on either side. To enter into a description of the elaborate, complicated, and most delicate observations which Mr. Gossett has conducted each September under diffi-

Digitized by Google

culties that would have daunted a less earnest worker than himself, would occupy too much space; suffice it to say, that scientific ingenuity of a very high order has been brought to bear, and the results, though not yet published, are eminently satisfactory; and, doubtless, Mr. Gossett will shortly be able to state to a nicety the exact rate of motion of the stupendous Rhône Glacier. It has been observed, by those who have studied the movements of glaciers, that there are places of maximum and minimum motion. The speed, for instance, has been found to be greater in the centre of a glacier than at its sides, where the flow is retarded by friction of the confining walls of rock. Dr. Tyndall considers the point of swiftest motion to follow the same law as that observed in the flow of rivers, "shifting from one side of the centre to the other, as the flexure of the valley changes;" further, that the surface progresses more rapidly than does the inferior portion, and, as might be inferred, that the speed of those glaciers is quickest the beds of whose streams have most dip. According to M. Rendu's estimate it would appear, when he made his observations, that the Mer de Glace had an annual rate of movement of 365 feet, whilst, to the Aar Glacier, Agassiz assigned 200 feet for the same interval.

It may be interesting to mention in connexion with the Rhône Glacier, to which allusion has just been made, that it seems to be receding, like a snail into its shell, or, more aptly, to be ebbing like the tide. Its rate of retreat has been determined by Mr. Gossett, who every year placed at its tongue a single line of tarred stones. As the ice has receded from the stones, the interval will mark the annual shrinking. It is said, also, that the level of the ice in the lower part of this glacier has sunk 360 feet.

The river-like movement of a glacier brings us face to face with the very remarkable phenomenon of winter formations and summer productions sometimes lying in close contact, for it has occasionally happened that the frozen stream has so far descended an Alpine valley as to invade the very meadows and orchards, where cherries may be seen to ripen amidst detached blocks of ice.

The fact, then, of the flow of a glacier being established, we shall consider, but briefly, the theories advanced to account for the motion. It may be sufficient to say that, early in the 18th century, the theory of *dilatation* was generally accepted, and it assumed the propelling force to be that of interstitial water in the act of freezing; in fact, that the push was due to expansion.

Digitized by Google

Later, De Saussure announced his *sliding theory*. It would appear, to use his words, that he considered the ice to be "drawn down the slope on which it reposed," and that some assistance was given by the water, often found between the inferior surface of the ice and its bed. Some injustice seems to have been done to De Saussure by a section of his critics, who affirm that he looked upon glacier ice as a "rigid solid." Such a statement is scarcely consistent with his own published descriptions of glacial torrents, for in his "Voyages" he speaks of the ice narrowing and spreading out again like a fan. Now a man of the scientific ability of De Saussure would hardly be the one to ascribe to a body, having such a property, the term rigidity. The late Principal Forbes held that glacier ice was "an imperfect fluid or viscous body, which is urged down slopes of a certain inclination by the mutual pressure of its parts." This has been called the *viscous theory*, from a supposed analogy between the flowing motion of such substances as treacle or tar and that of glacier ice. A conception of this kind, however, fails to explain the physical property which enables the ice to flow, and does not include the cause of the initial motion. Moreover, what is now known of frozen water denies to ice a viscid quality. Nevertheless, careful experiment has demonstrated that ice is plastic, and, when fractured, can be united and moulded by compression from its power of *regelation*, a quality of the first importance to those who maintain that the pressure of the gravitating glacier is the force impelling it through Alpine ravines. The theory of gravitation, then, coupled with the ability of the ice to reunite when fractured by unequal strain, will best explain *why* a glacier descends the mountain, and *how* the ice can be squeezed between those narrow barriers where it is so often met with in Alpine exploration.

As nearly every one knows, glaciers are usually more or less fissured. These fissures are termed *crevasses*, and are the result of the strain occurring when the ice passes over a steep declivity. Some may be measured by hundreds of feet in length, whilst many have a width of five-and-twenty feet, and are often of immense depth. Smaller marginal cracks are also due to strain, and arise in the same way. A crevasse usually commences as a slight crack, not wider than would admit a penknife blade. Dr. Tyndall speaks of being present at the birth of a crevasse, when the ice was rent in twain with a loud noise, and, on inspection, the surface of the glacier, showed a fresh fissure to have been just formed close by the spot where

Digitized by Google

he stood. The effects of thaw and the action of water will tend soon to widen a fissure so produced, and, as the walls become more exposed to the air and sun, the fissure will gradually assume larger and larger dimensions.

In addition to crevasses there are what are termed *moulins*, caused by the diversion of rivulets of water by a crevasse. The rushing water excavates for itself a shaft of greater diameter than the crevasse, and some hundreds of feet deep down which it plunges, finding egress at the mouth of the tunnel terminating the glacier. Mr. Gossett has turned his attention to the measurement of the depths of crevasses and moulins. He states, however, that as he could never get lower than 80 feet, he had to resort to a calculation to find the total depth; and, from his report of the Rhône Glacier, it appears to be as deep as the Lake of Geneva, so that, should the crevasses extend through the entire thickness of the ice, their depth must be between 300 *and* 700 *feet*.

Ice falls. Every one has seen a waterfall, but not every one is familiar with an ice fall, and to many the mention of the latter is apt to be puzzling. Yet ice follows the same law as water does; that is, when it comes to the edge of a precipice, it goes over. Therefore, when glaciers gradually slide down from their cradles in the mountain solitudes, and approach their lowest levels, there is generally a great depression and alteration of surface, giving rise to the appearance known as an ice fall. When this occurs, the glacier is invariably shattered and rent, twisted and contorted in a fantastic manner, and the stupendous columns of ice that are formed by the cracking and fracture of the mass as it slips over the cascade are known as *séracs*, or ice needles. Nothing could exceed the beauty of these séracs as seen on some of the great glaciers of the Alps, and every one who has ever wandered over a glacier in the height of summer will frequently have been startled by a sudden roar, caused by the falling of some of these séracs. The motion of the glacier, the action of the weather, and the heat of the sun, all tend so to undermine the bases of these séracs, that they topple over, when many thousands of tons of ice will fall at one time; but, as the fall is on the glacier itself, no harm follows. But when the route to the summit of a mountain lies through the séracs of the glacier, as in the case of the "Labyrinth" of the Piz Bernina, the danger to the traveller from falling blocks of ice is very great; but the danger may be minimised by never attempting the passage of the séracs after the sun has risen. The séracs of the Glacier du Bois, in the

Digitized by Google

Chamounix Valley, of the Rhône Glacier, Glacier d'Argentières, and several others, are especially beautiful; but, to realise the stupendousness of the pillars, or ice needles, one must approach or pass between them, as in ascending Mont Blanc, the Glacier du Talefré, &c.; but nowhere, perhaps, in the Alps can they be seen to better advantage by the non-mountaineer than by a walk along the moraine of the Zmutt Glacier, until he is under the threatening cliffs that rise up in sheer walls below the base of the Matterhorn, and are topped, until they look as if battlemented, by the imposing séracs of the tremendous Matterhorn Glacier. From the moraine the débris slope, which is the bed of old avalanches, rises at a gentle angle to the base of the cliffs, and almost any day during the hot summer weather an avalanche of ice may be witnessed here. A few years ago, the editor, who had been exploring the Zmutt Glacier, was returning by the base of these cliffs over a freshly-fallen snow avalanche. He stood for a few moments to gaze at the séracs, which lurched over in a very threatening manner, hundreds of feet above him. A few minutes after leaving the spot he was startled by a roar that awakened the echoes of the mountains, until every peak and crag gave tongue. Looking back, he saw the ice pouring down upon the very spot where, a few minutes previously, he had been standing. The ice came down in thousands of tons, and the fall lasted 4½ minutes. The cold air following in the wake of the rushing ice was plainly perceptible, whilst the very earth seemed to be convulsed. It was a grand sight, awful in its majesty, and, long after the splintered pinnacles had ceased to pour down, the echoes they awakened lived for some time, until they gradually died away in a sullen moan. It is not often that an ice avalanche on so gigantic a scale as this can be witnessed in safety within a few yards of the falling mass. As it was, some of the ponderous blocks fell unpleasantly near to the editor's party, who, entranced and dumb with wonder and amazement, stood watching the marvellous sight.

Bergschrund. Whilst on the subject of crevasses, we may mention that frequently one of the greatest difficulties mountaineers have to contend against are the bergschrunds. A bergschrund may be described as a crevasse occurring between a glacier and the confining walls of rock. It would appear, too, in some instances, as though the lower portion of the glacier had slipped, independently of the higher portion. In the early part of the season these fissures are partially filled with snow, and well bridged, but later on, as the sun's heat

Digitized by Google

gains in intensity, they begin to yawn to startling dimensions, and plunge down to unfathomable depths. In most cases a frail bridge of ice and snow is the only means the climber has to cross their dangerous gulfs, and there are times when even a bridge of this kind cannot be found. On the 18th of July, 1880, Peter Rubi (a celebrated Grindelwald guide) and a German traveller lost their lives on the Lauteraar Joch, through, as it is supposed, the giving way of the snow bridge over the bergschrund. Their bodies were never found, and the only clue discovered by the search party were some suggestive red stains on the precipitous walls of the 'schrund.

The architectural effects sometimes met with in the crevasses are very beautiful. Dr. Tyndall describes some wonderful appearances to be seen at one time on the Gorner Glacier, where the ice was chiselled by the thawing influences of the sun into a variety of fantastic shapes. Speaking of these ice temples hewn out of the glacier, he says, "You enter a porch pillared by icicles, and look into a cavern in the very body of the glacier, encumbered with vast frozen bosses, which are fringed all round with dependent icicles. At the peril of your life, from slipping or from yielding of the stalactites, you may enter their caverns, and find yourself steeped in the blue illumination of the place; their beauty is beyond description, but you cannot deliver yourself up heart and soul to its enjoyment. There is a strangeness about the place which repels you, and not without anxiety do you look from your ledge into the darkness below, through which the sound of subglacial water sometimes rises, like the tolling of distant bells. You feel that, however the cold splendours of the place might suit a purely spiritual existence, they are not congenial to flesh and blood, and you gladly escape from its magnificence to the sunshine of the world above."*

The origin of these pillared appearances is ascribed to the irregular liquefaction of the ice once dividing two parallel or, may be, intersecting chasms.

There are still several facts of interest respecting glaciers which remain to be noticed. We have the distribution of stones, some of colossal size, on the surface. The snow feeding the glacier becomes in time covered with detritus. The larger stones, or *boulders*, were once portions of the overhanging cliffs, until detached by natural agency. Most of the material falling on the ice arranges itself in marginal lines, called *lateral*

* "Glaciers of the Alps."

Digitized by Google

moraines; and, when two glacier torrents unite, their lateral moraines unite also, and get carried by the "set" of the ice-stream towards the middle. On the Mer de Glace may be seen four *medial* moraines produced in this manner. Such piles of stones lie in elevated ridges, often from thirty to forty feet high. A *terminal* moraine is the collection of débris a glacier deposits at its extremity, where the ice thaws in the warm air of the valley. Besides the trails of stones just mentioned, which, as lateral or medial moraines, rest really on a ridge of ice slightly higher than the plane of the glacier, we sometimes meet with *glacier tables.* These are huge monoliths reposing on a pedestal of ice, the supporting pillar being carved by the sun, whose rays melt the ice round the spot on which the stone lies. In time the stone becomes elevated. Some interesting examples of glacier tables are to be seen on the Unter Aar Glacier, near the Grimsel.

The Mer de Glace, as the name would seem to imply, is one of the largest glaciers in Switzerland, though the Aletsch is said to exceed it in length. The Mer de Glace is formed by the union of three principal tributary ice streams. They are the Glacier du Géant, Glacier de Léchaud, and Glacier du Talefré. This extensive sea of ice rolls in frozen billows right down into the Valley of Chamounix, where, at the tongue of the glacier, from beneath a vaulted arch of ice, a copious stream of water gushes forth, which ultimately joins the Arve.

The glaciers flanking the mountains of the Bernese Oberland have an immense area. Indeed, the tourist may extend his survey a distance of some thirty miles westward of the Valley of the Aar without once leaving the snow fields.

So far we have described the formation, together with some of the special characteristics, of glaciers as they now exist on the Alps, and in this latter connexion allusion was made to the moraines, which were seen to consist of stones falling on the ice from the impending cliffs. In time, portions of such detritus find their way into the crevasses, and often penetrate to the rocky bed of the stream. What then happens may be readily imagined. Thus armed, the ice torrent becomes a mighty planing and grooving engine, scoring the subjacent rock with innumerable striations, cutting deep furrows in some places, rounding off asperities in others. These appearances, the results of glacial action, are also to be seen at the margins of the stream, where the rocks which flank it become polished, the ice being assisted by the fine particles of sand brought down by innumerable rills of water.

Digitized by Google

In the Valley of the Aar at the present day there is abundant evidence of the existence of glaciers in a bygone age, traceable from the planing action just described. The slopes of the Jura, too, were at one time encompassed by mighty ice fields, upon whose surfaces blocks of stone were borne into the low-lying valleys, just as we now see them borne on the bosom of the Mer de Glace. There are also glacial inscriptions on the rocks, which testify that at some remote period the whole northern slope of the Alps was covered by an immense sea of ice, formed by the confluence of five glaciers, which filled up their valleys.

When the eye has become educated to detect glacial action where it may now be seen in progress, the observer may direct his attention to the mountain slopes of Great Britain; there he will meet with precisely similar appearances, clearly referable to a period in geologic time when sheep were not pastured on the Cumberland "Fells," nor when cattle were to be seen browsing at the foot of Snowdon. The marks and remains of ancient glaciers are as plainly visible in Cumberland, North Wales, and North Britain to-day, as are those in the Valley of the Aar, or in other parts of Switzerland, where the mountains have for ages been the abode of eternal snow.

THE MOTHS AND BUTTERFLIES OF SWITZERLAND, AND HOW TO COLLECT THEM.

By Henry Charles Lang, M.D., F.L.S.,

Author of the "Butterflies of Europe."

(Specially written for the "J. E. M." Guide.)

NO tourist in Switzerland can help being struck by the great profusion and variety of insect life that everywhere meets his eye; myriads of beautiful creatures contend with the bright flowers of that favoured land for the prominent place amongst the most exquisitely finished miniatures which adorn the pages of the ever-open book of Nature. Foremost, and most conspicuous of these, are the members of that order of insects called "scale wings," or Lepidoptera, comprising what we in England call butterflies and moths. On mountains, plains, and in valleys, by the fertile

Digitized by Google

lake shores, on the very verge of the eternal snow—everywhere they gladden our eyes, and add a finish to the foreground of almost every Swiss landscape, provided the weather be warm and sunny. However unskilled one may be in zoological science, one cannot avoid making at least some passing remark of admiration at their grace and beauty every time one takes a walk in Switzerland.

There is nothing very mysterious in the apparatus required by tourists who wish to collect Lepidoptera. The first thing necessary is, of course, the wherewithal to take the specimens, for as a rule we must use a *net;* this should be as portable as possible—the pocket nets sold by the English dealers in London and elsewhere are the best and cheapest contrivances; the net is made to double up and go into the pocket, whilst the stick into which it is screwed may be used as an ordinary walking-stick, when not in use for its own particular purpose.

Then as to stowing away the specimens when taken. They may be pinned into a corked box, carried in the pocket or knapsack; or, in the case of butterflies and thin-bodied moths, their wings may be gently closed over their backs, and they may be packed, each specimen separately, in a piece of paper folded triangularly, or in an envelope. A great number of these little packets, *each containing a single specimen*, may be packed tightly into a flat tin box, made to fit the knapsack, and will go through any amount of travelling without suffering harm.

All thick-bodied moths must, however, be pinned securely in a corked box, which will be one of the requisites for collecting. These boxes are best made of tin or zinc, as being less liable to get crushed in travelling; a small box will be useful for carrying in the pocket during a day's collecting, and a larger one to fit into the knapsack or portmanteau, if you elect to extend your collecting beyond the butterflies, though perhaps even for these this plan has many advantages over the paper packet plan described above. The pins used should be proper "entomological pins," made for the purpose, and easily obtainable; common pins should never be used. If you are making a long stay in any place, and have time to "set" your specimens, as well as space to stow them away when set, setting-boards will form a necessary part of the apparatus; if not, however, the specimens may be carefully pinned into the collecting box, and relaxed when dry by placing them in a box lined with cork, that has been thoroughly moistened with water for a few hours. It is generally most convenient to defer the setting of specimens until one's travels are at an end. A

Digitized by Google

setting-board is a long piece of wood sloping downwards from its middle line, and having a deep groove running along the course of the latter; in this the body of the insect rests, whilst the wings are extended on the sloping sides, which are usually corked. The insect is to be pinned as soon as possible after it is killed, the pin being placed perpendicularly through the very centre of the *thorax*. The wings are best kept down in their places until dry by means of strips of card or paper fastened at either end by a pin. Care must be taken not to chip or rub the specimen in setting it, and the *antennæ*—those long, hornlike appendages that are always attached to the head of a lepidopterous insect—must be carefully set and preserved, as a specimen whose *antennæ* are knocked off is almost worthless.

A small bottle of chloroform should always be carried in the pocket for killing the specimens; this may be done by dropping a single drop on to the body of the insect whilst it is in the net; or some collectors prefer carrying home their specimens alive in small boxes, and then killing them with a drop of chloroform poured into the box.

Butterflies and thin-bodied moths *may* be killed instantly by pressing hard with the thumb and forefinger on the under-side of the *thorax*, or that part of the body to which the legs and wings are attached.

In the case of thin-bodied insects this is certainly a very quick method, as it at once and for ever destroys the principal nervous centres, which are situated in the thorax; it is not, however, on any account to be applied to any of the thicker-bodied species, and some collectors never use it at all; certainly one runs a great risk of spoiling a specimen by pinching it, especially when the hand is unpractised. Lastly, let me suggest as an addition to the above paraphernalia, which will not be found very cumbersome, a copy of Mr. W. F. Kirby's "Manual of European Butterflies," published by Williams & Norgate; it is a most useful little book, and will fit any pocket. I think it costs about three shillings and sixpence.

Some of my readers may already be collectors of Lepidoptera at home; if they are, they cannot fail to be amazed during a first tour in Switzerland at the great profusion of species that are only tolerably common, or even rare, here in England, and will know what delight there is in bringing home, after a morning stroll, perhaps half a dozen butterflies quite new to them, and whose names it is a pleasing puzzle to find out. One of our rarest butterflies, the "pale clouded yellow" (*Colias Hyale*), may be seen in dozens on a bright summer day in any

Digitized by Google

of the clover fields in the valleys; the beautiful "queen of Spain fritillary" is so rare in England that some entomologists doubt whether the few specimens that are taken here are not blown over from the other side of the Channel; yet you may procure it in abundance in the same situations as the last-mentioned, and even the gardens and roadsides of the suburbs of such large towns as Geneva or Lucerne are often enlivened by its rich brown wings, shining beneath with mirrors of polished silver. The magnificent "swallow tail" (*Papilio Machaon*), with us only found in the fen country, Cambridgeshire and Huntingdonshire, is a common insect in every field in Switzerland all the summer long. How marvellously graceful is its slow, skimming flight as it sails along just over the long grass or clover blossoms! Its wings measure nearly three and a half inches across, so it is one of the largest of European butterflies; they are bright rich yellow, bordered and barred with deep velvety black, over which colour is scattered, as you will see if you observe it closely, an infinite number of brilliant blue and yellow scales; its hind wings have each an ornamental prolongation like a long tail, forming the handles of what one of our well-known entomologists has unpoetically and yet very poetically described as "fairy gridirons," and truly those deep black bars and long tails call to mind something of an unfamiliar kind.

There is another species of "swallow tail" to be found in Switzerland, and as the swallow-tailed butterflies stand at the head of the list, and belong to the genus *Papilio*, I will describe it. I should mention, however, that the first family of butterflies is called *Papilionidæ*, and contains these "swallow tails," and some others which will be described presently; they are all large butterflies, and have their front pair of wings (for all Lepidoptera have four wings) marked on the fore margins with deep black spots; the hinder pair are grooved out on their inner side, that is next to their body, which gives them great freedom of movement, so that the butterflies when they like can "get away" from you very quickly by a rapid flight, if you give them a chance to escape.

Besides the bright yellow and black *Papilio Machaon*, there is another large "swallow tail," *Papilio Podalirius;* it is, perhaps, hardly so rich in colouring, but its appearance on the wing is most elegant and graceful. In colour, its wings are creamy white, some specimens having the least tinge of yellow. They are traversed by slender bars of black, like the stripes of a tiger; the tails of the hind wings are very long and slender, and

Digitized by Google

along the margins of the wings are some beautiful blue crescents; it is generally larger than *Machaon*. You will find it in the valleys and by the lake sides. When I first saw it, it was flying about in dozens by the shores of Lake Maggiore in the heat of a September day, and well I remember watching them sailing about the sunny streets of Locarno, fearlessly flapping their white wings over the fruit-stalls; it is easy to catch, as it is fond of settling on the road.

The butterflies belonging to the next genus, *Parnassius*, are quite characteristic of Alpine regions; their wings are pure snowy white, and generally semi-transparent, marked on the fore wings with deep black spots; their hind wings are grooved as in *Papilio*, but they have no tails, and are quite rounded in outline. Only three kinds occur in Switzerland, for the home of the *Parnassii* is in the mountains of Central Asia—Siberia being rich in species. The largest of these three is *Parnassius Apollo*, which is fortunately quite common throughout Switzerland on the mountain passes and in the lower Alpine valleys. No one who travels over the St. Gotthard, the Simplon, or any mountain pass in the summer can help seeing it, with its white wings, measuring about three inches across, with deep black spots on the fore wings, and on each hind wing two broad rings of brilliant red, something between scarlet and crimson. It is fond of settling on the road, or on stones or rocks, with its wings laid down flat like a specimen set in a cabinet, modestly concealing the under side of its hind wings, which not only have red rings like the upper side, but four red spots on their inner margin as well. Nothing *looks* easier than to catch it when in this position; it seems as if you could easily put your hand upon it; but this is not the case, for, however softly you approach, when your net is almost within reach, *Apollo* is off, and has settled again a few yards further on, before you have time to look up. One requires some little experience of its ways before being able to catch this butterfly easily. I think it is best taken while flying. *Parnassius Delius* is a smaller insect than *Apollo*, but in colour and markings is very much like it, having crimson rings, or sometimes spots, on the hind wings. It is much rarer than *Apollo*, being found only higher up in the mountains in hollows and gorges where the ground is moist; in its caterpillar state it feeds on a peculiar kind of saxifrage that grows in the water. I have taken it high up in the Maderaner Thal, Canton Uri, and in a similar situation in the Val Formazza; it has a habit of soaring in its flight when chased The third kind of *Parnassius, Mnemosyne*, is not so beautiful,

Digitized by Google

as it is quite without the red spots and rings on its hind wings; it is the smallest of the three, and must be looked for in June and July, in situations high up in the mountains; it is to be found at a considerable elevation on the Simplon Pass. Its plain black and white appearance reminds us of the next family of butterflies, *Pieridæ*, containing those known in England as the "whites" (genus *Pieris*), which are well represented by our commonest butterflies, the "large cabbage white," the "small garden white," and "green-veined white" (*Pieris Brassicæ*, *P. Rapæ*, and *P. Napi*); these are, no doubt, familiar to most of my readers as white butterflies, with their wings tipped and spotted with black, and slightly tinged with yellow beneath. They are, as a rule, common everywhere, except in the mountains; but in the higher Alpine pastures a variety of *Pieris Napi* may be taken, which is yellowish brown, broadly veined with purplish; this form is the variety *Byroniæ*, and is only found in the Alps and in Scandinavia, extending into Lapland.

There is another species of "whites" characteristic of the Alpine and Polar regions, *Pieris Callidice;* its wings are pure white above, beautifully chequered with square black spots, and beneath its hind wings are yellow, broadly veined with green. I have taken it in August at the highest parts of the Furka Pass, where the snow never entirely melts in the hottest weather. In such places as this, and at the same time of the year, we shall be almost certain to meet with two representatives of another genus of this family, *Colias*, to which belong our two English "clouded yellows" (*C. Edusa* and *Hyale*), for these mountain butterflies are close relations to our friends of the clover fields down in the valley. One of them, *Colias Palæno*, is delicate, but bright sulphur yellow, with a broad border of black round all its wings, and on their very edge is a fringe of deep crimson; this description, however, properly applies only to the male, the female being greenish white, with a narrower border. The other, *C. Phicomone*, is rather a dusky-looking butterfly, being about the size of the common white, and of a pale green colour, bordered and clouded over with purplish black, finished off, like the last, with a delicate red marginal fringe. The female is whiter in colour than the male. This species is found in much the same situations as the last, that is, at an elevation of from 5,000 to 8,000 feet. These "clouded yellows" form a particularly interesting group; there are about thirty-five known species; of these, thirteen inhabit Europe, though only four are found in Switzerland; they are all remark-

Digitized by Google

able for the beautiful pale greenish or bright golden yellow colour of their wings, and the delicate red tint of the fringes and of the head, together with the antennæ, or feelers (appendages that all butterflies possess, and which are always thickened at their ends with a club). Another common characteristic is a round, pearl-like spot, set in a red ring on the centre of the hind wings beneath.

These mountain species that we find in Switzerland are found also in Scandinavia, occurring as common insects within the Polar circle, and what is more remarkable is the fact that a bright orange-coloured butterfly of this genus (*Colias Hecla*) has been found between the parallels of 78° and 83° north latitude, as far north as any entomologists have penetrated.

In this family of *Pieridæ* we shall also find in Switzerland two or three other species that are found in England, such as the "black veined white" (*Aporia Cratægi*), a large white butterfly, strongly veined with black, which is not very common in this country, but on the Continent is so abundant as to strip quite bare the hawthorn and other trees on which it feeds, being sometimes exceedingly destructive to fruit-trees.

The pretty little *Leucophasia Sinapis*, called in England the "wood white," is common in Switzerland; I have taken it abundantly in all the woods outside Lucerne in August; it has a very slender body and long white wings, and seems to love the green shade of the beech woods in the valleys.

Every one knows the beautiful "orange tip" (*Euchloë Cardamines*), that flies about our English lanes in May; its wings are white, the hinder pair finely mottled beneath with green, and in the male the fore wings have a broad patch of orange at the tip. The female is not quite so beautiful, being minus the orange decoration. This butterfly is also common in Switzerland in the spring; and in the Valais will be found a species which has the orange patch absent in both sexes; this is *Euchloë Belia;* the hind wings on their under side are beautifully spotted with green and silver. It is, I believe, rare in Switzerland, but has been taken at Sion. Its Alpine variety (*Simplonia*), found on the Simplon and other elevated places, has the hind wings white and yellow on the under side; it may be taken on the Simplon in May.

Another very beautiful "orange tip" (*Euchloë Euphenoides*), properly belonging to the south of Europe and the sunny shores of the Mediterranean, may be taken in Canton Tessin in the early spring. Here we are south of the Alps, and everything is more Italian than Swiss; the butterfly is something like our

Digitized by Google

English "orange tip," but has the wings bright canary yellow in the male, this combination of yellow and orange giving the insect a very lively and brilliant appearance. In the same region may be found, in the spring and autumn, another butterfly, *Gonepteryx Cleopatra;* it is closely allied to our common "brimstone" butterfly, and is nearly the same shape, having the tips of its wings beautifully curved and pointed. It is, however, somewhat larger, measuring over two inches across; its wings are adorned with nearly the same colours as the last-mentioned species, the wings in the male being bright yellow, and the upper ones having a patch of brilliant orange covering nearly the whole wing. Though the colours are so brilliant, they are very softly blended, and this is, to my mind, one of the most lovely European butterflies. It may be looked for in the chestnut woods and vineyards, or by the hot road-sides of the sunny canton of Ticino, though I do not think it very common, Spain, Italy, and the south of France being the places where it most abounds. The female is greenish white, and greatly resembles our common "brimstone" butterfly.

We now pass on to another family of butterflies,—all little ones, but for the most part brilliantly coloured; this is the family *Lycœnidæ;* it falls into three groups, represented by the genera *Thecla*, *Polyommatus*, and *Lycœna;* or, to use common English names, "hair-streaks," "coppers," and "blues." These butterflies are very numerous, and are widely distributed over the face of the globe. Some of the tropical species may fairly be considered the most beautiful objects in Nature, so exquisite is the metallic decoration of their wings. Though the European species cannot pretend to take rank with them, yet they are pretty enough to attract more than ordinary attention.

The "hair-streaks" (genus *Thecla*) are little brown butterflies, with their hind wings tailed, somewhat in the same manner as the "swallow tail," only the tails are very small but slender, and thus not at all conspicuous. The under sides of their wings are adorned with fine, white markings in most of the species; hence their name of "hair-streak."

There are eight different kinds of *Theclæ* to be found in Switzerland; the largest is *T. Betulæ*, called in England "brown hair-streak." It measures an inch and a half across; in colour it is dark brown, and the female has a bright orange patch on the fore wings; it may be found in the woods from July to September. There are several other "hair-streaks," with dark brown wings, also found in Switzerland; they are very close to one another in appearance, and they all occur at about

Digitized by Google

the same time of the year, namely, in May and June, and may be found in woods, roadsides, and open, bushy places. These are *Thecla Spini*, *T. Ilicis*, *T. Acaciæ*, *T. Pruni*, and *W. Album*. Two of these, *T. Pruni*, "black hair-streak," and *T. W. Album*, "white w.-hair-streak," are found in England; the latter has the white lines on the under side arranged so as to form a perfect w. Two other "hair-streaks" are found in Switzerland, and they are also British insects; one is *T. Quercus*, the "purple hair-streak;" its wings are dark brown or nearly black, and, in the male, covered almost entirely with a dull purple gloss; in the female the purple is much more brilliant, but is confined to a small patch of shiny purplish blue on the fore wings. It may be sought for in oak woods in July and August, and is usually to be seen flying about the boughs of the oak-trees. As far as I can gather, it is less common in Switzerland than in England.

The other species alluded to, and the last of this group, is *T. Rubi*, the "green hair-streak;" this is a little butterfly, dark reddish brown above, but having its under side entirely bright green, with a row of tiny white spots on the hind wings. It is found in bushy places in May and June, and again in August, quite as commonly in Switzerland as in England. Indeed, it is widely distributed, even occurring within the Arctic circle.

We now come to the "coppers;" these are little butterflies whose wings are all aglow with bright fiery or golden copper colour, and generally spotted with black. One of them, *Polyommatus Phlæas*, the "small copper," is a common British insect, and may be seen flitting merrily about hedge-rows and sunny meadows in the summer. It appears to be far less common in Switzerland than here. A much commoner species in Switzerland is one that is absent from the British list, *P. Dorilis;* it is not nearly so pretty as our English species, the male being nearly black and not copper at all, the female alone having the metallic colour in a dull-looking sort of way, as though it wanted burnishing up. I have generally found it abundantly in the lowland meadows. Another very lovely little species frequents moist meadows in the summer; this is *P. Helle;* it is smaller than our common copper, and more strongly marked with black, but its chief point of beauty is the magnificent violet gloss which is seen in the male. Two other Swiss species besides this have their wings shot with violet in the male, *P. Chryseïs* (said to have been formerly taken in England, and called the "purple-edged copper") and *P. Alciphron;* these are both much larger species than the first-mentioned. The former may be taken in meadows in the summer,

Digitized by Google

and a variety of it, called *Eurybia*, with a black border and no violet shade, occurs on the higher passes. *P. Chryseis* is a very striking butterfly, being brilliant copper red, bordered with dark brown, and shot with violet in the male, the female being lighter brown, spotted with black. *P. Alciphron* is a darker butterfly, hardly so copper in colour as the last, but having on its wings, in the male, a beautiful purple bloom, which reminds one of a ripe plum; the female, like the last, is brown; there is a variety of it, called *Gordius*, however, which is copper in both sexes, spotted with black,—it measures about an inch and a half across. This species is rare in Switzerland, but may be found occasionally at Engelberg, and in the Upper Valais.

The only other Swiss species besides these is *P. Virgaureæ*, the "golden rod copper;" its wings are brilliant golden copper in the male, with a narrow black border, and it has a very beautiful appearance when flying in the sunshine; the female is duller in colour, and spotted with black. I have found it in August and September in sub-Alpine and Alpine meadows. The specimens generally belong to a variety peculiar to Switzerland, *Zermattensis*.

Following up the subject in zoological order, as I intend to do throughout this article, we now find ourselves among that lively group of little beings the "blues" (genus *Lycæna*); they are all small butterflies, the smallest being less than half an inch across (this is the smallest of European butterflies, and is not found in Switzerland). The largest *Lycona*, which is Swiss, measures as much as an inch and a half. To give you an idea of their appearance, let me ask you to call to mind the common "blue butterfly" of our fields and roadsides, or the pretty "chalk hill blue" of the South Downs or the Surrey Hills. They all more or less resemble these familiar English species, the males generally being blue, varying in shade and intensity with the species, the females being dusky brown, often with bands of orange spots near the margins of their wings. The under sides are covered in most cases with eye-like spots arranged in numerous rows, and this decoration has gained for them the name of "argus" butterflies, both in England and on the Continent. These eyelike spots are very often surrounded by white rings, which make them more conspicuous, the ground colour of the wings beneath being nearly always grey, either with a slight tinge of blue or else of brown. These "blues" are a numerous race; their name is legion. Not less than thirty species occur in Switzerland; of these there are many local varieties peculiar to Alpine regions.

Digitized by Google

In this article I shall not have space to do much more than enumerate them. My advice to the collector is, certainly, to net every specimen of a "blue" that he comes across, and then he will be less liable to lose a good species. If you have netted a "blue," and then find that it is one that you already possess, you can easily let it have its liberty again, and no harm will have been done to it, or to you either for that matter, unless you are very impatient, and even then perhaps a trial of your patience will be a good exercise. I give this advice because these butterflies are so much alike in appearance that even the most practised eye cannot always detect their specific differences when they are on the wing.

Another thing to be remembered is their "local" nature. You will perhaps find a species or variety swarming in some meadow, or on some mountain side, and if you do not avail yourself of the present opportunity of capturing it your collection may have to go without it until you make your next visit to Switzerland, if even then you are fortunate enough to be able to light upon a proper locality at the proper time of year; so take the opportunity *dum licet;* never mind the name of your "blue," wait till you can compare it with some good figures, or better still with a good collection. Two species, *L. Bœtica* and *L. Amyntas*, have minute tails to their hind wings something like the "hair-streaks," and the former, *L. Bœtica*, has the under side striped with brown instead of being spotted, as is usual in this genus. It is rather rare in Switzerland. *L. Amyntas* I have found abundant in August in the fields about Lucerne; above, it is bright lilac-blue in the male, brown in the female; beneath, it is light grey, with a few black and orange spots.

The species *L. Ægon*, *L. Argus*, and *L. Optilete* have a row of small silver spangles along the edge of the hind wings on their under side. *Ægon* is a little, purplish-blue species, found commonly in England, the "silver-studded blue." *Argus* very closely resembles it, but has a narrow black border to the wings, whilst *Ægon* has rather a wide one. The silver spots on the under side are rather more distinct than in *Ægon*. Both these species may be found in meadows and open places during the summer. *L. Optilete* is a much handsomer species than either of the above, and rather larger, expanding one inch. Its wings are rich purple above and beneath, the spots are very boldly defined, the silver spangles on the hind wings being large, and tinged with blue. It is found in Alpine meadows in July. *L. Battus* is a dark brown species, only just tinged with

Digitized by Google

bluish violet, but beneath the wings are nearly white, with very strongly marked spots. The fringes of the wings are chequered with black and white. It is found from May to July in rocky places. *L. Hylas* is a pretty little species, much smaller than the last, of a pale, silvery blue, with black spots in the centre of the wings, and a row of dark spots forming a marginal band, and the wing fringes are black and white. It is found in dry, sunny places throughout the summer, but is not very common in Switzerland.

I will now allude to six species of "blues" that are only to be found in the most elevated Alpine meadows.

L. Pheretes measures about an inch. The male is deep blue, with a black border; the female is brown. The hind wings have two rows of large white spots on their under side. Abundant, but local, in June and July.

L. Orbitulus is smaller than *Pheretes;* the wings are dark brown, dusted over with very pale silvery blue; also a local insect; found at the same time as the last.

L. Eros is another little pale blue species, the female being brown, the under side much resembling that of our English common blue, to which it is closely allied. Found on mountain slopes in July and August.

L. Escheri is another species closely related to the common blue, being about the same colour, but brighter and more glossy; it is also much larger, measuring an inch and a quarter; the black spots on the under side are larger and more defined. It is found on the Simplon and other high passes from May to July.

L. Donzelii is a small species measuring about an inch; its wings are pale blue in the male, and brown in the female, and the hind wings have a white streak on the under side. It may be looked for in high mountain pastures on the south side of the Alps in June and July.

L. Sebrus measures about an inch across, and is violet blue in the male, with a very narrow black border; the female is nearly black; both sexes are light grey beneath, slightly tinged with blue, and having rows of black spots. This is found also on the south side of the Alps, in dry, elevated meadows, and on mountain slopes, in June and July. I have mentioned the above six species together because in Switzerland they are peculiar to the higher Alpine districts, and will never be found in the lower meadows or woods. I regret that I have not space to say more about these truly interesting mountain species, but trust the above enumeration will be useful. They are all very local. But we have not yet done with the "blues";

Digitized by Google

there are sixteen more species, besides those I have mentioned, to be found in Switzerland in the lower-lying districts. Five of these, *L. Icarus* ("common blue"—common everywhere in Switzerland, as in England), *L. Alsus* ("little blue"), *L. Argiolus* ("azure blue"), *L. Acis* ("mazarine blue"), and *L. Arion* ("large blue"), are also found in England. The last two are rare in this country, but may be found commonly in Switzerland; it generally measures about an inch and a half across; both the male and the female are dark blue, with large black spots, largest in the female. There are two species very close to this in appearance; but amongst other differences one, *L. Euphemus*, is lighter, whilst the other, *L. Erebus*, is darker, being nearly black on the under side. These are both local, and are found in marshy meadows in July and August.

In those delightful meadows which skirt the woods, and which in Switzerland are so filled with countless flowers, we may look out in the summer months for four beautiful species of blues; one is *L. Dorylas*, a very bright and pretty species, being very brilliant blue in the male, and brown in the female. *L. Damon* has the male pale and silver blue; as usual, the female is brown; this is a common species. Much rarer, and probably only to be found in the south of Switzerland, is *L. Daphnis;* here both sexes are blue, with a broad brown border, and the hind wings, unlike those of any other blue, are notched along the border. *L. Cyllarus* is another common species, the male being like the blue of a summer sky in colour, the female, as usual, dark brown. The chief beauty of this species is to be found on the under side, which has a patch of bright greenish blue at the base of the wings, close to the body. All these occur from June to the end of August. If our flowery meadow happens to be on limestone or chalky soil, or if we can visit some chalky hill side, we are sure to see *L. Corydon* ("chalk-hill blue"), and *L. Adonis* ("Adonis blue"), both of which are found in England, and which seem as though they had somehow caught and appropriated the very hues of heaven, —*Adonis*, the noontide azure of the sky on a summer day; *Corydon*, the pale silvery sheen of frosty moonlight. I am not exaggerating their beauty,—catch them and see for yourself, they are common enough; so is the "brown argus" (*L. Medon*), a species without a particle of blue on its wings, but for all that a pretty lively little butterfly, for its dark brown wings have a band of reddish orange, and the fringes at their edges are white, spotted with black. It is as common in Switzerland as it is with us, in dry meadows, on the hill-sides, &c., all the summer.

Digitized by Google

Leaving the family *Lycenidæ*, we pass on to the next, the *Erycinidæ*, which has but one European representative, *Nemeobius Lucina*, called in England the "Duke of Burgundy fritillary." This is a little orange-coloured butterfly, chequered with dark brown square spots, and the hind wings have a white band beneath, running along their whole length. This butterfly may be seen in May and June in open places, or clearings in woods. In appearance it somewhat resembles the members of that group of larger butterflies called Fritillaries (*Argynnis*), which we shall come to presently, but this resemblance only exists in the butterfly state. The caterpillar of *Lucina* is short and thick in the middle, something like that of the "blues," and the chrysalis is supported in an upright position by a silken belt, whilst the caterpillars of the true Fritillaries are long, straight, and spiny, and their chrysalides are suspended head downwards.

The next family, *Libytheidæ*, is represented also by one European species, and that rather a remarkable one—*Libythea Celtis*. It measures an inch and a half across the wings, which are orange brown, with dark brown markings ; the fore wings have angular projections, and the hinder pair are indented along their margins ; but the chief peculiarity about the butterfly is the great length of those appendages called *palpi*, which project in front of the head like a long beak. The butterfly will only be found in the south of Switzerland, and in places where the shrub grows on which its caterpillar feeds. This plant, the "nettle-tree" (*Celtis Australis*), is only found in the south of Europe. The butterfly flies in early spring, and again in the summer and autumn. Canton Tessin will be the most likely part of Switzerland in which to find it.

Every one has heard of the magnificent "Purple Emperor" (*Apatura Iris*), which belongs to the next family, *Apaturidæ*. It is a favourite with British butterfly collectors, and I suppose there are very few people who have not some more or less correct idea of its appearance. It is of large size, dark brown, with white bands across the wings, the fore wings being spotted with white towards the tips, and the hind wings with a ring of bright orange. But its chief glory is the purple gloss which is spread over the wings of the male ; the female is entirely without the purple. It frequents oak woods in July and August, though from its habit of flying about the tops of branches it is not easy to take. If you catch a specimen in which the white bands are absent you will be fortunate, for it is the rare variety called *Iole*. *Apatura Ilia* is a species very

Digitized by Google

like *Iris*, but rather smaller, less brilliant, with an orange ring on the fore wing, and with the white band on the hind wing straight along its lower edge, whilst in *Iris* it has a spur-like projection. It is much commoner than *Iris*, and much easier to catch, as it does not fly so high. The caterpillar feeds on the aspen, and particularly on that species of white poplar that is so commonly planted along continental roadsides. Hence this butterfly is in many places common in July. There is a very beautiful variety of it (*Clytie*) in which all the white is replaced by orange colour, and the dark and light markings are about in the same proportion; this brilliant tint, combined with the purple reflection, produces a very striking effect when the insect is wheeling about in the sunshine. This variety is smaller than the usual form, and occurs at the end of August and September. I found it swarming in September, 1874, at Locarno.

We shall begin the next family, *Nymphalidæ*, with another butterfly, which in its caterpillar state feeds on the poplar; this is a splendid insect, called *Limenitis Populi* (the "poplar butterfly"); it is larger than the "Purple Emperor," measuring sometimes as much as three inches; its habits are much the same as those of that species, that is, it frequents the topmost boughs of trees, and has a rapid and powerful flight, descending occasionally to settle on a puddle, or attracted by carrion and other bait of a like undesirable nature. In colour it is brown, with a greenish tinge; the wings are banded with white, and on the hind wings is a row of bright orange crescents. The under side is, however, the most beautiful, showing a really striking design of orange, grey, and green in combination. This butterfly may be looked for in woods in June and July, but is local.

Two other species with black wings banded with white also belong to the genus *Limenitis;* these are *L. Sybilla* (in England known as the "white admiral") and *L. Camilla*. They very much resemble one another, being about the same size, that is, measuring about two inches; but *Sybilla* is brownish black, with yellowish brown and white markings beneath. *Camilla* is bluish black, with a row of small pale blue spots on the margin of its wings, whilst the under side is varied with deep reddish brown and white. *Sybilla* is found in woods in June and July; *Camilla*, which is rather the scarcer of the two species, is generally seen in open, bushy places near woods, in July and August.

Neptis Lucilla is a small black-and-white species, something like the last two, but with more white on its wings, which are longer in shape and more pointed; it is not common anywhere,

Digitized by Google

and in Switzerland it will only be found in the neighbourhood of Maggiore and Lugano, in June and July.

We now arrive at the genus *Vanessa*, which contains some of the most gorgeously coloured and elegantly shaped of European butterflies; as examples may be mentioned:—the "peacock butterfly" (*Vanessa Io*), the large and small "tortoiseshell" (*V. Polychloros* and *V. Urticæ*), the "red admiral" (*V. Atalanta*), and the "painted lady" (*V. Cardui*); with these every schoolboy is familiar; they are all common in Switzerland, as also is the magnificent *V. Antiopa*, whose wings are dark purplish brown, with a yellowish white border, and, inside that, a blue one. One only knows it in England as that great rarity "the Camberwell beauty," but in Switzerland it is quite common in some places late in the summer. It is very fond of settling on the roads, when it may be easily caught, though, when on the wing, it is a very strong flyer.

The pretty "comma butterfly" (*V. C. Album*), with its grotesquely jagged wings and the pure white C-mark on its black under side, is a common butterfly in Switzerland in July and August, frequenting gardens, roadsides, &c.

A very pretty little butterfly, called *Vanessa Prorsa*, is found commonly in late summer and autumn; it is much smaller than any of the other *Vanessæ;* its wings are black above, with a narrow white band across the wings, and a few reddish marks on the hinder pair; but the most remarkable part of this insect is the beautiful pattern of its under side. It is composed of dull red, brown, and blue in varied proportions, and crossed by fine white lines; something of the appearance of a map is then produced, and in all French-speaking countries this butterfly is called *Carte Géographique.* The spring broods of this butterfly differ very strikingly in appearance from the autumnal form just described, for, instead of being black and white, it is rich brown and black, something like the pattern of the next group of butterflies; this difference between the two broods is a good example of what naturalists term *Seasonal di-morphism.* The spring form is the variety *Levana.*

The yellow-spotted Fritillaries (genus *Melitæa*) are represented in Switzerland by eleven species, and these present numerous varieties, added to which the species are very closely allied to one another, so that it requires some attention to their differences to recognise each particular species. They are all bright brown in colour, with the wings slightly indented, and with rows of rather square-shaped black spots above. Beneath, the hind wings are marked with large spots of light yellow,

Digitized by Google

varying in intensity, and arranged generally in a row or band ; one species, however, *Melitæa Cynthia*, forms an exception to this rule, having the wings of the male dark brown, marked with spots of light bluish white, and a row of reddish brown spots. This species is common in mountain meadows in the summer, generally at a considerable elevation. The caterpillar, like those of most of these *Melitææ*, feeds on plantain ; it is spiny and black in colour, marked with yellow, —the female is rarer than the male. In flowery meadows and open places in woods they are to be taken. *M. Maturna*, a larger and handsomer species than any of the genus, but rare in Switzerland. *M. Didyma*, *Trivia*, *Aurelia*, *Alhalia*, *Dictynna*,—all these are more or less local, but common where they occur. They are found from May to August. *M. Cinxia* frequents dry, sandy places in May and June, whilst *M. Artemis* occurs in marshy places. Several varieties of these Fritillaries are found in Alpine meadows at different elevations, and one species, the smallest of the genus, *M. Asteria*, which only measures one inch across, and has the wings clouded over with dark brown, is only found in the higher meadows of the Engadine in June. It is impossible to say more about these butterflies in a sketch like the present, as, in order to show thoroughly the distinction between them, one would have to indulge in somewhat lengthy descriptions. I hope to be able to give accurately-coloured figures of them in my work on the "Butterflies of Europe" (now publishing). Of the silver-spotted Fritillaries (genus *Argynnis*) no less than fifteen species are found in Switzerland. They are all bright, reddish brown butterflies, decorated with very well-defined and conspicuous black spots, and their hind wings are very commonly beautifully spotted with silver, on a brown, purple, green, or yellow ground. Some of them are quite small, like those of the last group ; others belong to the larger butterflies, measuring two and a half inches across. Amongst the smaller ones, *Argynnis*, *Selene*, and *Euphrosyne* (the "pearl-bordered fritillaries"), and *Argynnis Dia*, are common in meadows and roadsides ; *Argynnis Pales*, a small light brown species, with pearly spots beneath, is only found in high Alpine meadows in August. *Argynnis Thore*, which is found six weeks earlier than this, and which has the wings dark above, with large spots, and the hind wings yellow and dark purple beneath, is found in similar situations, but is very local, and generally rare. *Argynnis Daphne* and *Argynnis Ino* are rather larger species, marked with yellow and purple beneath ; I have found them in damp

Digitized by Google

woods, on Alpine slopes in August. Another wood species is *A. Amathusia*, a very pretty and common insect, with purple and silvery hind wings beneath, very like *Dia*, but much larger. *A. Lathonia* (the "queen of Spain"), as I said before, is common in meadows and clover-fields, from June to September; the silver spots beneath are so large and bright that the insect is not likely to be mistaken for anything else. *A. Adippe* is much larger, and with the silver spots smaller and round instead of oval, though they are placed on a ground of brown colour, as in the last. It is a wood species, and may also be found at a considerable height in the mountains, and in these high situations will often be accompanied by another species which is very much like it above, but beneath the hind wings are greenish yellow, and the silver spots are very small and almost wanting, or sometimes entirely absent; this is *Argynnis Niobe*. This species is not confined to the mountains, but, like the last, is also found in the lower forests. Then there is a third species, *A. Aglaia* (the "dark green fritillary"), which is about the same size and shape as *A. Adippe*, above; indeed, it is difficult to distinguish them as regards the upper surface, but the moment we examine the under side the difference is seen at once, for the silver spots are placed upon a ground of dark velvety green. Another species with green hind wings beneath is *A. Paphia* (the "silver-washed fritillary"), a large and handsome woodland species, common also in England; here the silver decoration of the under side is in the form of stripes instead of spots. A splendid species, called *Argynnis Pandora*, is something like this, but somewhat larger, sometimes measuring three inches across; it is not so bright on the upper side as *Paphia*, or rather resembles the female of that species, but, beneath, the fore wings are finely tinted with rosy red; the hind wings are green, but with narrower silver stripes than the last. It will only be found on the south side of the Alps, and is not common in Switzerland; it may be looked for in June and July in thickets and bushy places. I have generally heard it described as very shy, and difficult to capture.

We now come to another large family of butterflies, called *Satyridæ*. They are very numerously represented in Switzerland, which is accounted for by the fact that in the Alps there are found no less than twenty-seven species of one genus, *Erebia*, a race that almost exclusively inhabits mountainous regions. No traveller in Switzerland can have failed to come across one or other of these *Erebiæ*, for though they are local,

Digitized by Google

they are generally to be seen, where they occur, in considerable numbers. They are all middle-sized butterflies, with dark brown or nearly black wings (hence their generic name); on these there is, in most of the species, a broad band of light brown, varying in the different species from light yellowish brown to a deep, almost red colour. Placed within this band there is often a chain of round black spots with white pupils. Two species inhabit the British Isles, *Erebia Medea* ("Scotch argus") and *E. Cassiope* ("mountain ringlet"); all the Swiss species are more or less like these in their general colouring and design. Many species occur at particular elevations, whilst others seem to be found equally in Alpine valleys and at a considerable height on the mountains; and one or two are found exclusively in the higher Alps, in regions where the snow never entirely disappears. Such are *E. Tyndarus*, which I have taken abundantly at the highest points of the St. Gotthard and Furka Passes; *E. Glacialis*, a species occurring at the end of June, and *E. Gorge*, which also inhabits the higher mountain regions.

It would be impossible in a short article to attempt to describe these butterflies; indeed, a reference to figures or specimens is almost necessary for their identification, and the remarks which I made when speaking of the genus *Melitæa* will apply to this group. The most common species are *E. Cassiope*, *Medusa*, *Tyndarus*, *Goante*, *Medea*, and *Ligea*. These and many more are sure to be taken in a short summer tour.

Leaving the dark-coloured *Erebiæ*, I pass to the consideration of another butterfly that is found only in Switzerland. It belongs to the genus *Chionobas*, a word which signifies in Greek that which lives in the falling snow (χιών). Its full name is *Chionobas Aëllo*, and it occurs only in the higher Alps; the more elevated part of the Simplon, and other such places are localities for it. It is of a medium size, and of a light brown colour, something like that of brown paper. Being thinly clothed with scales, it has an almost semi-transparent appearance. Beneath, the hind wings are grey, speckled with white. It is on the wing in July, and is very interesting as being the only Alpine representative of a genus of butterflies that inhabit some of the coldest regions of the earth—four species being found in Labrador, and about the same number in Lapland and Siberia.

Another genus of brown butterflies (*Satyrus*), of which we have only one in Britain (*S. Semele*, "grayling"), is represented in Switzerland by several species. A magnificent and large

Digitized by Google

black species, banded with white, *S. Circe*, and two other smaller and less brightly coloured, *S. Hermione* and *Alcyone*, may be found in August in the forests which clothe the steep shores of such lakes as those of Lucerne, Geneva, and Maggiore. They are very fleet of wing, and difficult to catch, having a habit of settling on the rounded trunk of a tree, and darting off again at the least sign of approach.

S. Briseis is a pretty brown and white butterfly, with a white pupilled eye on each wing. It inhabits dry meadows in July. *S. Dryas* is rather a large species, with dark brown wings, the front pair having two large black eyes with violet-blue pupils. It is found in dry woods in August. In dry, rocky places we may meet with *S. Statilinus*, a dark brown butterfly with two black, white-centred eyes. *S. Actea*, which somewhat resembles *S. Dryas*, but is darker, and the centre of the eyes is not blue. *S. Arethusa* also frequents rocky place, where trees grow; it is smaller than the last, lightish brown, with dentated band of bright orange.

Those brown butterflies that are so common in England *Satyrus-Janira* ("meadow brown"), *S. Tithonus* ("common heath"), and *S. Hyperanthus* ("ringlet") are of course found commonly in Switzerland, their caterpillars feeding on different kinds of grass. Besides the common "wood argus" (*Pararga Ægeria*) and the "wall-brown" (*P. Megæra*), there are two other species of this genus found in Switzerland—*P. Mœra*, larger and brighter than *Megæra*, and with two white pupils to the round black spot which adorns the fore wings. *P. Heira* is smaller and darker than our common "wall-brown." It is found in somewhat elevated mountain meadows from June to August.

The genus *Cœnonympha* concludes the *Satyridæ*. In England it is represented by the very common little "heath butterfly," *C. Pamphilius*, and a mountain species, *C. Davus*. Switzerland possesses others; two will be found in Alpine meadows. One of these, *C. Œdipus*, is dark brown, having very beautiful black eyes beneath, with white pupils and yellow rings; along the hind margins of the wings is a narrow metallic line. This species is local, and inhabits damp places in June; the other, *C. Satyrion*, is a little brown butterfly, found in elevated Alpine meadows in August. Three other species, all little brown insects, with white pupilled eyes and a metallic line beneath, are found in Switzerland from May to July, in meadows and open places in woods. These species are *C. Hero*, *Iphis*, and *Arcania*.

Digitized by Google

Of the numerous and lively little group of mothlike butterflies called "skippers" (*Hesperidæ*), there are no less than sixteen species to be found in Switzerland. *Spilothyrus Alcææ*, and *S. Lavateræ*, two grey and white species, may be found in grassy, sunny places in the spring and autumn.

There are several species very closely allied to our common British "grizzled skipper" (genus *Hesperia*); they are all small dark brown or nearly black species, chequered or peppered with white; they have a short jerky flight, and, like the rest of this family, have the antennæ placed very widely apart, and with hooked clubs; their bodies, also, are thicker in proportion to the wings than those of other butterflies. Altogether, they are more closely allied to certain moths than to any other group of butterflies.

The species of this genus amount to ten or twelve in Switzerland; they may be found on dry hill-sides and the borders of woods, from May to August. That very sombre insect, called in England the "dingy skipper" (*Nisoniades Tages*), a little drab and grey but not unpleasing species, is found commonly as a Swiss species on dry meadows and on hill-sides, throughout the summer. *Cyclopides Morpheus* is certainly the prettiest species of "skipper" that occurs in Europe; unfortunately, it is absent from Britain. It is about an inch and a half in expanse; the wings are olive brown, with some yellowish white spots near the tip of the fore wings; the hind wings, beneath, are golden yellow, decorated with large white oval spots, bordered with black. It is rather local, frequenting meadows and hill sides in July.

We now take leave of the butterflies, and pass on to the large division of the *Heterocera*, or moths.

Considering that there are between two and three thousand species found in Switzerland alone, it will, of course, be quite impossible here to say much about them. Most of the species fly at night, but a few, like the butterflies, are only on the wing in the sunshine, and these will, of course, attract the notice of the traveller. A great number of species of the pretty red spotted "burnet" moths (*Zygæna*) will be noticed in meadows and pastures. They mostly have the fore wings shining dark green, decorated with bright round scarlet spots, the hind wings being of the latter colour. We have half a dozen British species, but there are more than four times that number to be found in Switzerland. *Zygæna Nubigena*, *Z. Exulans*, and several varieties of other species, occur only in the higher Alps.

Digitized by Google

Among the large and beautiful "hawk" moths (*Sphinges*) there are two species of *Deilephila* ("lover of the evening"), *D. Vespertilio*, and *D. Hippophaes*, which are peculiar to Switzerland and the shores of the Mediterranean.

D. Vespertilio is a large insect, expanding two and a half inches; it has the fore wings slate colour, the hind wings flesh colour, tinted with rosy; the long and thick abdomen is grey, with black and white spots.

D. Hippophaes is about the same size, but has the fore wings variegated with grey and olive green, the hind wings being pink and black. Both these insects may be taken on the southern slopes of the Alps in September, flying over flowers in the evening twilight.

A very pretty moth, belonging to the family *Chelonidæ*, *Callimorpha Hera*, which has the fore wings brown, striped with a yellow, tiger-like pattern, whilst the hind wings are brilliant scarlet, spotted with black. I mention this moth because one so frequently meets with it in rocky places in the Alps, flying in the sunshine, and settling with widely expanded wings on the rocks and stones; it is always mistaken for a butterfly by the uninitiated, on account of its very bright colours.

A great number of moths of all kinds may be taken at rest on palings and tree trunks in the daytime, and many, especially the thin-bodied ones (*Geometræ*), fly by day, and may be taken in the same way as butterflies. But the best method of collecting the *Geometræ* is to look for them after sundown, for the majority of species fly from that time until it is quite dark, or even after.

The large tribe of moths *Noctuæ* as a rule fly after dark, and may best be taken by attracting them with a mixture of rum and treacle, spread on the tree trunks just before dark, the trees being examined with a lantern, and the moths being boxed as they are sitting. If the tourist has time and opportunity to follow up this method of "sugaring," he will soon be able to get together an interesting and valuable collection. The *Noctuæ* are mostly sober in colouring, but their markings are very varied; the Swiss species are numerous, and many that are exceedingly rare elsewhere may be taken commonly in many Alpine localities.

Want of space prevents my dwelling upon the moths of Switzerland as I should like; but I would recommend the tourist to use every means to obtain specimens, and to carefully note the localities whence they were obtained, for reference

Digitized by Google

when he gets home. The species can then be determined by comparing them with a good collection, or with some reliable book; Mr. Kirby's "European Butterflies and Moths," published by Messrs. Cassell, is a useful and intelligible work for English readers; the "Manual of European Butterflies" I have already mentioned.

I now bring these remarks to a close, feeling confident that those who care to follow up the hints I have given will find that they have embarked on a delightful and health-giving pursuit, which cannot fail to add immeasurable interest to their travels in Switzerland, and will also serve to keep alive in the keenest possible manner the memories of happy days spent amid grand Alpine regions.

AVALANCHES.



HESE terrible and destructive forces of Nature are common to all mountainous countries where there are vast accumulations of snow. They may be classed as :—

1st.—Snow avalanches.
2nd.—Ice avalanches.
3rd.—Rock avalanches.

The first are due to the slipping of enormous masses of snow down a mountain-side, and they are most liable to descend when newly-fallen snow lies on old, frozen snow. Again, when the snow is dry and powdery, instead of flaky and cohesive, avalanches are peculiarly liable to fall, and, under no circumstances, should snow in this state be traversed, even when it lies at a gentle angle. Snow avalanches may also be caused by the breaking away of cornices. A cornice is a stupendous mass of frozen snow overhanging a precipice. It is due to constant accumulations, which, gradually pressing forward until they can no longer sustain their own weight, break away. Formerly the timber in the mountain forests was felled so recklessly, that immense damage was caused by the fall of snow avalanches, whole villages being frequently swept away. Of late years, however, a new law prevents the indiscriminate cutting down of trees, as well as compels the planting of young ones to replace those cut down. The result is, one hears less

Digitized by Google

of disasters caused by the rushing avalanche, whose impetuous advance can be stopped in no more effectual manner than by a barrier of sturdy trees.

As illustrating the danger to mountain-climbers from this class of avalanche, we may here refer to the sad death of the well-known guide, Bennen, and a traveller, on the 28th of February, 1864. Mr. P. C. Gossett, who was one of the party, graphically tells the thrilling story. He says that the party, consisting of himself and a friend, with four guides, Bennen, Nance, Rebot, and Bevard, left Ardon—between Sion and Martigny—on the above date, to make the ascent of the Haut-de-Cry (9,688). They arrived near the summit some hours afterwards, and it then became necessary to follow the crest of a ridge. To reach this ridge they had to cross a steep snow slope, and it was while they were in the act of doing this that the accident occurred. We cannot do better than to quote Mr. Gossett's own words as to what followed :—

"We had to go up a steep snow field, about 800 feet high, as well as I remember. It was about 150 feet broad at the top, and 400 or 500 at the bottom. It was a sort of couloir on a large scale. During the ascent we sank about one foot deep at every step. Bennen did not seem to like the look of the snow very much. He asked the local guides if avalanches ever came down this couloir, but they answered that it was perfectly safe."

The party proceeded cautiously until they were within one hundred and fifty feet of the top, and then began to cross on a horizontal curve. When half way over, the two leading men suddenly sank into the snow up to their breasts. Mr. Gossett thus proceeds :—"Bennen tightened the rope. The snow was too deep to think of getting out of the hole they had made; so they advanced a few steps, dividing the snow with their bodies. Bennen turned round, and told us he was afraid of starting an avalanche ; we asked whether it would not be better to turn and cross the couloir higher up. To this the three Ardon men opposed themselves; they mistook precaution for fear, and so the two leading men continued their work. After three or four steps gained, the snow became hard again. Bennen had not moved ; he was evidently undecided what he should do ; as soon as he saw hard snow again, he advanced, and crossed parallel to it, but above the furrow the Ardon men had made. Strange to say, the snow supported him. While he was passing, I noticed that the leader, Bevard, had ten or twelve feet of rope coiled round his shoulder. I, of

Digitized by Google

course, at once told him to uncoil it, and get on the arête, from which he was not more than fifteen feet distant. Bennen then told me to follow. I tried his steps, but sank up to my waist at the very first. So I went through the furrows, holding my elbows close to my body, so as not to touch the sides. This furrow was about twelve feet long, and, as the snow was good on the other side, we had all come to the false conclusion that the snow was accidentally softer there than elsewhere. Bennen advanced; we had made but a few steps, when we heard a deep, cutting sound. The snow field split in two about fourteen or fifteen feet above us. The cleft was at first quite narrow, not more than an inch broad. An awful silence ensued; it lasted but a few seconds, and then it was broken by Bennen's voice, 'We are all lost!' His words were slow and solemn, and those who knew him felt what they really meant when spoken by such a man as Bennen. They were his last words. I drove my alpenstock into the snow, and brought the weight of my body to bear upon it. I then waited. It was an awful moment of suspense. I turned my head towards Bennen, to see whether he had done the same thing; to my astonishment, I saw him turn round, face the valley, and stretch out both arms. The snow on which we stood began to move slowly, and I felt the utter uselessness of any alpenstock. I soon sank up to my shoulders, and began descending backwards. From this moment I saw nothing of what had happened to the rest of the party. With a great deal of trouble I succeeded in turning round. The speed of the avalanche increased rapidly, and before long I was covered up with snow. I was suffocating, when I suddenly came to the surface again; I was on a wave of the avalanche, and saw it before me as I was carried down. It was the most awful sight I ever saw. The head of the avalanche was already at the spot where we had made our last halt. The head alone was preceded by a thick cloud of snow dust; the rest of the avalanche was clear. Around me I heard the horrid hissing of the snow, and far before me the thunder of the foremost part of the avalanche. To prevent myself sinking again, I made use of my arms much in the same way as when swimming in a standing position. At last I noticed that I was moving slower; then I saw the pieces of snow in front stop at some yards' distance; then the snow straight before me stopped, and I heard on a large scale the same cracking sound that is produced when a heavy cart passes over frozen snow in the winter. I felt that I also had stopped, and instantly threw up both arms to protect my head

Digitized by Google

in case I should again be covered up. I had stopped, but the snow behind me was still in motion; its pressure on my body was so strong that I thought I should be crushed to death. This tremendous pressure lasted but a short time; I was covered up by snow coming from behind me. My first impulse was to try and uncover my head, but this I could not do; the avalanche had frozen by pressure the moment it had stopped, and I was frozen in. Whilst trying vainly to move my arms, I suddenly became aware that the hands, as far as the wrists, had the faculty of motion. The conclusion was easy; they must be above the snow. I set to work as well as I could; it was time, for I could not have held out much longer. At last I saw a faint glimmer of light, the crust was getting thinner, but I could not reach it any more with my hands; the idea struck me that I might pierce it with my breath. After several efforts, I succeeded in doing so, and felt suddenly a rush of air towards my mouth. I saw the sky again through a little round hole. A dead silence reigned around me; I was so surprised to be still alive, and so persuaded at the first moment that none of my fellow-sufferers had survived, that I did not even think of shouting for them. I then made vain efforts to extricate my arms, but found it impossible; the most I could do was to join the ends of my fingers, but they could not reach the snow any longer. After a few minutes I heard a man shouting; what a relief it was to know I was not the sole surviver! to know that perhaps he was not frozen in, and could come to my assistance! I answered, the voice approached, but seemed uncertain where to go, and yet it was now quite near. A sudden exclamation of surprise! Rebot had seen my hands. He cleared my head in an instant, and was about to try and cut me out completely, when I saw a foot above the snow, and so near to me, that I could touch it with my arms, although they were not quite free yet. I at once tried to move the foot; it was my poor friend's. A pang of agony shot through me as I saw that the foot did not move. Poor B. had lost sensation, and was perhaps already dead. Rebot did his best; after some time he wished me to help him, so he freed my arms a little more, so that I might make use of them. I could do but little, for Rebot had torn the axe from my shoulder as soon as he had cleared my head (I generally carry an axe separate from my alpenstock—the blade tied to the belt, and the handle attached to the left shoulder). Before coming to me, Rebot had helped Nance out of the snow; he was lying horizontally, and was

Digitized by Google

not much covered over. Nance found Bevard, who was upright in the snow, but covered up to the head. After about twenty minutes the two last-named guides came up. I was at last taken out; the snow had to be cut with the axe down to my feet before I could be pulled out. A few minutes after one o'clock p.m. we came to my poor friend's face. . . . I wished the body to be taken out completely, but nothing would induce the three guides to work any longer from the moment they saw that it was too late to save him. I acknowledge they were nearly as incapable of doing anything as I was. When I was taken out of the snow, the cord had to be cut. We tried the end going toward Bennen, but could not move it; it went nearly straight down, and showed us that there was the grave of the bravest guide the Valais ever had, and ever will have. The cold had done its work on us; we could stand it no longer, and began the descent."

Poor Bennen, whose life was thus so needlessly sacrificed, was certainly one of the best and bravest guides in Switzerland. His experienced eye detected at once that the snow was in avalanche condition, and, had his first note of alarm been heeded, in all human probability he would have been living at the present day.

The second class of avalanches are masses of ice, which, breaking away from some overhanging glacier under the influence of the summer sun, go thundering down with appalling force. Their destructive power, however, is seldom felt, as glaciers are generally in isolated positions, and far removed from human dwellings, while good guides will seldom lead their employers into places where there is danger of overhanging ice coming down.

The third class of avalanches, where falls of rock take place, are not so easily avoided, and must ever be a source of danger to the climber, and where, as in the case of Goldnau and Elm, the whole side of a mountain gives way, the appalling devastation that is wrought can scarcely be described. The snow avalanches, however, will always have the most interest for the summer traveller in Alpine regions, and it will be difficult to travel through mountain districts without suddenly being startled by the thundering roar of the rushing snow as it breaks from its holding, and sweeps everything before it that stands in its way, until with sullen moan it compacts into ice as the avalanche stops, and ultimately becomes what is known as glacier ice.

Digitized by Google

THE BATHS AND SPRINGS OF SWITZERLAND.



LTHOUGH the mineral waters of Switzerland have not gained so much popularity as many of the Spas of Germany and Austria, still there can be little doubt that some of the Swiss springs are exceedingly valuable as therapeutic agents. In the limits of an article of this kind it is impossible to deal with the subject in detail, and we propose, therefore, simply to glance at the more important of those places which possess mineral baths and springs, trusting that the information we are enabled to give will be of service to those persons who are seeking for a Swiss health-resort, where they can not only have the benefit of a fine climate, but at the same time avail themselves of the use of a natural mineral water, either for the purpose of bathing or for drinking.

CANTON DES GRISONS.

ST. MORITZ (*see* page 338).—There are two springs here, which are used for drinking and bathing. The waters are acidulous, and rich in oxide of iron and magnesia. They are recommended for incipient consumption, weakness, and dyspepsia. There are bath-houses in the village, well fitted up with all kinds of bath appliances. The climate is cold, bracing, and tonic.

SILVA PLANA (*see* page 337).—There is one spring here giving forth large quantities of water impregnated with iron and gypsum. It is recommended for scrofula, and other diseases of the blood. There is a bath-house and every convenience. The village is splendidly situated. The climate is cold, tonic, and exhilarating.

TARASP (*see* page 349).—There are altogether about twenty springs, which give off immense quantities of water. The principal are chalybeate, saline, and sulphureous. They are

Digitized by Google

used internally and externally, and are recommended for nervous weakness and liver complaints. There is a large and well-ordered kurhaus. The climate is healthy and exciting. Above Tarasp is the village of Vulpera, with many pensions.

SCHULS (*see* page 349).—There are four springs, all rich in alkali and soda. They are recommended for dyspepsia, disorders of the liver, and chronic sickness. There is plenty of accommodation in good hotels. The climate is mild and equable, but somewhat relaxing. The place is well sheltered from north and east winds.

CLAVADEL (*see* page 320), at the entrance of the Sertig Thal, near Davos.—The springs are sulphureous, and used principally for bathing. The water smells and tastes strongly of sulphuretted hydrogen. It is recommended for rheumatism and skin diseases. The accommodation is limited, but there is a fair bathing establishment. The climate here is pure and bracing.

SPINABAD, in Davos Valley (*see* page 319).—This water is also sulphureous. Recommended for rheumatism and eczema. There is a bath house, but accommodation is poor. Climate good.

FIDERIS, near Landquart (*see* page 323).—The springs are three in number, and are acidulous. There are bathing houses warmed by steam, and fitted up with every convenience. The waters are used externally and internally, and are recommended for throat complaints, nervous diseases, and stomach complaints. The climate is equable, but can scarcely be said to be bracing. The place is largely visited in the summer.

SERNEUS, near Mezza Selva (*see* page 323).—Water sulphureous. Recommended for nervousness and incipient lung disease. There is a bath-house, well fitted up. The place is principally frequented by women and children. The climate is soft and pure, and less tonic than either St. Moritz or Davos.

PASSUGG, one hour from Chur (*see* page 308).—There are five springs, strongly impregnated with oxide of iron and soda, and a saline spring used for baths. They are tonic, and recommended for catarrh of the stomach, for fulness of blood, and constipation. There is good accommodation in a new hotel. Climate mild.

ALVENEU, in the Albula Thal, near Lenz (*see* pp. 318, 329).—Water sulphureous, and locally in great repute for rheumatism and skin diseases. There is a bath-house and hotel, with good accommodation. Climate is soft and mild. Surrounding scenery very grand.

Digitized by Google

WALDHAUSER FLIMS, near Reichenau (*see* page 306).—There is a small lake, strongly impregnated with sulphur. Recommended for rheumatism, and is used for bathing in. Climate mild, and slightly bracing. There is an hotel and a good kurhaus.

DISENTIS (*see* page 302).—Water, alkaline, impregnated with oxide of iron. It is recommended for weakness and stomach affections, and can be taken when other mineral waters cannot be borne. Situation of place magnificent. Accommodation in hotels fair. Climate bracing and tonic.

PFAFFERS (*see* page 291), situated in the weird and gloomy gorge of the Tamina ; three hours from Zürich, one hour from Chur.—The spring rises in a cavern at a temperature of 98° Fah. The water is sulphureous, it has little taste or smell, but is in high repute as a remedy for rheumatism and paralysis. There is a large and comfortable hotel, generally crowded in the summer. Ragatz is the railway station, and is distant three miles from Pfaffers. Mineral baths can be had in Ragatz, the water being conveyed from Pfaffers in pipes. The climate is humid.

LE PRESE (*see* page 353), near Poschiavo, on the Italian side of the Bernina Pass. The bath establishment is splendidly situated at the north end of the Lake of Poschiavo. The waters are sulphureous, and heated by steam. Recommended for rheumatism and skin diseases. The climate is mild. There is regular communication with Poschiavo by omnibus.

CANTON VALAIS.

AIGLE (*see* page 108).—Brine baths. Plenty of accommodation in the *Grand Hôtel des Bains*. Climate mild and pure.

LEUKERBAD, Loëche-les-Bains (*see* page 196).—There are twenty-three springs altogether, and they vary in temperature from 93° to 144° Fah. They are sulphureous, and contain a large percentage of sulphate of lime, and are peculiarly serviceable in cutaneous complaints. There are many hotels and extensive bath-houses. The surrounding scenery is grand and majestic. Climate, bracing and exciting ; cold, night and morning, but intensely hot in daytime. A great deal of rain falls here.

SAXON-LES-BAINS (*see* page 146).—Water strongly impregnated with saline matter and iodine. It is used externally and internally, and is recommended for scrofulous affections. There is a kurhaus with dependencies ; there is also a bath-house.

Digitized by Google

Climate fine and bracing; there is little rain in the summer. The railway station is in the Rhône Valley. There was formerly a gambling hell at Saxon-les-Bains.

MORGIN, railway station at Bex (*see* pages 109 and 181), thence by omnibus in 4 hours.—There is a valuable iron spring, used internally as a tonic. Large hotel, with 120 beds. Fine scenery. Climate bracing and exciting, and said to be good for scrofulous children.

BATHS OF LAVEY, near St. Maurice (*see* page 110).—Hot spring, 100° Fah. Strong in sulphur, chloride of sodium, and sulphate of soda. Recommended for rheumatism, hysteria, scrofula, paralysis, and weakness of the digestive organs. Large hotel and kurhaus, with good accommodation. Climate very healthy and tonic.

NEUCHATEL.

YVERDON (*see* page 217).—A spring of sulphur water, recommended for rheumatism, skin diseases, and for lymphatic patients. There are pensions and hotels. Climate mild and equable.

CANTON BERNE.

LENK (*see* page 192), reached from Thun in 8 hours by diligence or carriage.—There are three springs, two sulphur and one iron. They are recommended for chronic bronchitis and incipient consumption, as well as for rheumatism. There is a large kurhaus, with good accommodation. The surrounding scenery is grand, and the climate pure and bracing.

BATHS OF ROSENLAUI (*see* page 233).—Springs alkaline. Recommended for stomach complaints. There is a large hotel and pension. Scenery grand. Climate healthy and tonic, and particularly useful in nervous complaints.

WEISSENBURG BATH, 16 miles from Thun (*see* page 198).—The springs are strongly impregnated with sulphate of lime, and rise at a temperature of 70° to 82° Fah. They are recommended for incipient consumption and chronic bronchial catarrh. The new bath-house is fitted up with every accommodation, including telegraph, reading-rooms, &c. The scenery is very fine. The climate, although soft and mild, is said to possess healing properties, and to be very healthy.

FAULENSEE BAD (*see* page 190), between Thun and Interlaken.—The spring contains iron and lime. It is recommended for debility. There is a good kurhaus. Climate bracing and tonic.

HEUSTRICH BAD (*see* page 191), in Bernese Oberland; reached from Thun by regular omnibus in 1½ hour Fare, 2½ francs.

Digitized by Google

Carriage from Interlaken in 2 hours.—There is a cold alkaline spring, strongly impregnated with sulphur; it is used for drinking, bathing, inhaling, and injections; it is recommended for chronic catarrh and throat affections, also for gravel, dyspepsia, and poorness of blood. There is a large kurhaus, which is admirably arranged, and fitted with improved apparatus for inhaling the gas of the water in bronchial and throat affections. The air is pure, tonic, and bracing, though in summer the temperature often ranges high, but changes suddenly, and warm clothes are necessary.

GURNIGEL (*see* page 189), reached from Berne by post-wagen in 5½ hours. Fare, 7 francs.—There are two springs, cold, containing gypsum, sulphur, and iron. They are recommended for nervous complaints, weakness of the bowels, habitual headaches, particularly effective in hemorrhoids and weakness of the intestinal canal. There is a handsome kurhaus, well fitted up; it stands on the north-west slope of the Gurnigel (5,069), and ¾ hour from the summit. The climate is cold and tonic. Snow sometimes falls in summer. Warm clothing needed.

BLUMENSTEIN BAD (*see* page 189), 6 miles west of Thun; regular communication by postwagen. Fare, 1 f. 30 c.—There is a cold spring, containing, amongst other ingredients, sulphur, magnesia, iron. It is used principally for bathing, and is recommended for rheumatism and debility from loss of blood. There is a good kurhaus. The climate here is soft and mild.

OBERWYL, on the Lake of Zug; reached from Zug by carriage in ¾ hour.—There is a cold iron spring, used principally for baths. There is a small bath-house with limited accommodation. The spring is not in much repute.

WORBEN BAD, 1 hour from Bienne.—There is a cold iron spring used for drinking and bathing. The water is warmed for drinking, and is recommended for dyspepsia and hysteria. There is an hotel, called *Hôtel des Bains*. The climate is warm.

BÜREN, station on railway between Soleure and Lyss, and close to the latter place.—There is a cold sulphur spring, recommended for skin diseases. It was only discovered in 1877. There is an hotel, called the *Hôtel and Bad Büren*. The climate is good.

CANTON OF THE FOUR LAKES.

ROTZLOCH, in a sheltered bay of the Lake of Alpnach (*see* page 236).—There is a cold alkaline and sulphur spring.

Digitized by Google

Recommended for scrofula, neuralgia, bronchitis, and rheumatism. There is an hotel, called *Hôtel and Pension Rotzloch.* The climate is mild.

SEEWEN, close to Schwyz (*see* page 257).—There are two cold springs, containing large proportions of iron. They are particularly recommended for sterility and female complaints. There are two kurhauses, very comfortable. The climate is mild; the scenery is very pretty.

NUÖLEN, on the Lake of Zürich; reached by steamer from Zürich.—There is an iron and sulphur spring, used for baths and drinking. It is recommended for scrofula, rheumatism, neuralgia, bronchitis, catarrh. There is a small kurhaus. The surroundings are orchards. The climate is mild, frequently very hot in summer.

RIGI-SCHEIDECK (*see* page 251).—Cold chalybeate spring. Recommended for nervous complaints. There is a handsome kurhaus, with every accommodation. The whey and milk cure is also practised. Climate tonic and bracing.

RIGI-KALTBAD (*see* page 250).—There is an iron spring, which rises at a temperature of 42° Fah., and contains a great deal of carbonic acid. It is recommended for nervous disorders, insomnia, and weakness of the stomach. There is a large kurhaus, well fitted up. The climate is tonic.

SCHIMBERGER BAD, in the Emmenthal, and 8 miles from Entlebuch (*see* page 276); carriage-road for 6 miles only, then by mule-path; a mule, the whole way, costs 10 francs.—Spring is both alkaline and sulphureous. It is recommended for incipient consumption, dyspepsia, atrophy, and functional liver disorders. There is a good kurhaus, with ample accommodation. It is 4,677 feet above the sea. The climate is strongly tonic and exciting, and in conjunction with the water is calculated to prove highly beneficial in some complaints.

SAN BERNARDINO, reached from Chur, or Thusis, *viâ* Splügen (*see* page 315), or from Bellinzona.—There is a cold spring, containing gypsum, magnesia, sulphuric acid, and iron. Recommended for female complaints, dyspepsia, hysteria, hypochondriasis. There is a kurhaus and some hotels. Climate tonic and cold.

CANTON GLARUS.

BATHS OF STACHELBERG (*see* page 295), reached from Glarus by a new line that traverses the Linththal; the baths are five minutes from the Linththal station.—The springs are powerful,

Digitized by Google

sulphureous, and alkaline ; the supply of water is very limited, as it rises very slowly. It is recommended for skin diseases, scrofula, and rheumatism. There is an excellent hotel, generally crowded in the summer. The surrounding scenery is grand ; the climate is bracing, and the air singularly pure and clear.

CANTON OF APPENZELL.

WEISSBAD (*see* page 363), reached from Rorschach by the Heiden Railway.—The springs contain iron and are sulphureous ; recommended for rheumatism and poverty of blood. The whey cure is also practised. The situation is splendid ; the climate is mild and pure. There are several hotels and a kurhaus.

ROSENHÜGEL, reached from Zürich by train to Winkeln, thence to Urnäsch.—There is an iron spring, which is in local repute for poverty of the blood and as a general tonic. The situation of the place is magnificent, the air pure and bracing, and there is abundance of excellent whey and milk. As a convalescent station it is strongly recommended. There is a good kurhaus.

CANTON AARGAU.

BADEN (*see* page 370), easily reached by rail from Bâle or Zürich.—There are some hot sulphur springs, which rise at a temperature of 98° to 126° Fah. They are strongly recommended for rheumatism, scrofula, and gout. The situation is delightful, the air pure, the climate mild. There is also plenty of bathing accommodation, a large kurhaus, and several hotels. The place is crowded in summer.

BATHS OF SCHINZNACH, near Brugg (*see* pp. 254, 370).—A saline spring, that rises at a temperature of 90° Fah. The water is recommended for scrofula and skin affections. There is an hotel with 450 beds and 200 baths. The climate is bracing. Route : from Bâle by train to Schinznach. The baths are a quarter of a mile from the station.

CANTON VAUD.

BEX (pronounced Bay) (*see* page 181), near the upper end of the Lake of Geneva. Sulphur and iron baths. Recommended for skin diseases, and as a tonic. Excellent accommodation. Climate bracing and pure. Easily reached from Geneva.

Digitized by Google

SAVOY.

ST. GERVAIX (*see* page 121), near Sallanches.—Thermo-sulphur springs, impregnated with chloride of sodium, sulphuret of calcium, and sulphate of soda. The temperature is 104° Fah. There is a large and magnificently appointed establishment, and the climate is bracing. The route is from Geneva by diligence. The bath establishment lies half-a-mile from the road.

EVIAN (*see* page 113 for hotels).—Water contains carbonate of soda, lime, and magnesia. It is recommended for urinary affections. The climate is soft and mild. The route is by steamer from Geneva.

AIX-LES-BAINS (*see* page 115).—Hot and sulphur springs, rising at temperatures varying from 112° to 114° Fah. They are recommended for rheumatism, sciatica, gout, and nervous complaints. Route is by rail from Geneva or from Lyons.

NOTE.—*The Editor will be glad to receive particulars of any baths or springs not mentioned in this list.*

Digitized by Google

Digitized by Google

Digitized by Google

Digitized by Google

THE ALPS:
AND
HOW TO SEE THEM.

1. GENEVA.

French, *Genève.* German, *Genf.* Italian, *Ginevra.* Population about 70,000. Language, French. Height, 1,335. Situation, in S.W. Switzerland. Geneva has long been celebrated both as an intellectual and beautiful city. Situated on one of the finest sites in Europe, with magnificent surroundings, and possessing a bracing and healthy climate, it is a desirable place of residence, while all the necessities and comforts, as well as the luxuries, of life are obtainable. As a place for the education of children it almost stands without a rival, both as regards thoroughness and cheapness. The schools and colleges are excellent, and special advantages are offered for technical training in music, art, botany, geology, chemistry, and medicine. It is the centre for a great number of excursions. To say nothing of the many beauty-spots on the lake, there are the Juras, the Salèves, the Voirons to visit, the scenery of all these districts being grand and romantic. The correct name of the Lake of Geneva is "Lake Leman." Length, 56 miles; breadth, 8 miles; greatest depth, 900 feet; colour of water, an intense blue. The northern side is Swiss; the southern, a short distance from Geneva, is called Savoie, and Savoie belongs to France; the frontier is a few miles from Geneva; Chamounix, which many tourists believe to be in Switzerland, is really in Savoie, France, and letters should be so addressed. View of Mont Blanc (in clear weather) obtained from the bridge over the Rhône.

HOTELS, very numerous. On left side are: *de la Métropole* (good), *Ecu de Genève, du Lac, Hôtel de la Poste* (recommended; moderate charges), *Balance, Grand Aigle.* On right bank: *des Bergues* (good), *de Russie* (good), *de la Paix* (good), *Beau Rivage* (good), *d'Angleterre* (good), *Hôtel National* (good), *Hôtel Suisse, Hôtel Victoria, de Genève, Hôtel Richemont* (good), *du Boulevard, de la Gare* (two last named close to station, but away from lake; charges reasonable).

PENSIONS.—*Fleischmann* (good), 5, Rue de la Plain; *Morhardt* (good), 20, Boulevard de Plainpalais.

Digitized by Google

CAFÉS, on left bank : *du Nord, de la Couronne, de Genève* (these are on the Grand Quai). On right bank : *de la Poste, Jardin des Alpes*, and many others. Good beer (principally Bavarian) obtainable in all the cafés.

RESTAURANTS numerous. Good dinner can be had for 3 francs.

BATHS, several. De la Poste, opposite Post Office (good) ; hot and cold water. Swimming on the lake.

RAILWAY STATION top of Rue du Montblanc.

POST and TELEGRAPH, Quai de la Couleuvrinière. Branch offices, different parts of the town.

OMNIBUSES. Nearly every hotel sends an omnibus to meet the trains. Name of hotel plainly marked on all of them, at night by lamps. On arrival, hand your packets to the porter of the hotel you have selected, give him the tickets for your luggage (if you have any), then take your seat in the 'bus, and everything will be brought all right. The charge for 'bus (put in your bill) is generally 1 franc. All the porters wear badges round their caps, bearing the name of the hotel they represent.

TRAMWAYS through the town to principal points, and direct to Annemasse on the French frontier (Haute Savoie).

CARRIAGES can be hired by day. One-horse, 15 francs ; two, 30 francs, everything included. Cab (fiacre), for drive in town, 1½ franc ; by the hour, 2½ francs.

STEAMBOATS for tour of lake start in the morning from Swiss side, close to Rhône bridge.

ROWING BOATS per hour, with boatman, 3 francs an hour. If you wish to engage for more than an hour a bargain should be made.

MUSICAL BOXES. Messrs. D'Allard & Sandoz, 2, Place des Alpes, near Brunswick Monument, is a first-class house. Visitors are permitted to inspect the factory.

SHOPS very attractive. Good boots are difficult to obtain, but Mr. Stadler, of 3, Rue du Mont Blanc, may be recommended for conscientious and first-class work.

NOTED ARTICLES : Swiss carved wood (mostly from Canton Berne), watches (120,000 made annually), musical boxes.

WATCHMAKER (good), Paul Jeannot, 26, Rue du Mont Blanc. He warrants all his watches.

THEATRE, a grand opera-house, at the top of the Corraterie. This theatre is closed in the summer when it ought to be open, and in the winter the companies are generally so poor that little support is accorded.

ENGLISH CHURCH close to *Hôtel des Bergues*, in Rue du Mont Blanc.

Digitized by Google

AMERICAN CHURCH, on right bank, in Rue des Voirons, at the back of Hotel Beau Rivage.

HYDROPATHIC ESTABLISHMENT, on the Arve ; well situated. There is now no English doctor in the town.

CHEMISTS. Mr. G. Goegg, 18, Corraterie, English and American chemist, is well recommended, and his prices are most reasonable. Qualified English assistant. Mr. H. Coëytaux, 2, Cours de Rive, is also a first-class chemist, with an English department containing a large supply of English and American articles. Homœopathic medicines. Mr. Belli, in Rue du Mont Blanc, can also be recommended.

CASINO. A Kursaal or Casino has recently been opened on the Quai du Mont Blanc, a little way past the *Beau Rivage Hôtel.*

CIGARS and TOBACCO. At most of the tobacconists' well-known brands of English and American tobacco and cigars can be obtained. French tobaccos and cigars are rubbish ; do not buy them.

AGENTS FOR LUGGAGE. Several. At any of these places you can have heavy luggage warehoused and insured at small charge, and sent to any place you like.

MOTTO OF CITY : "Post tenebras lux" (light after darkness).

LEGAL : Mr. H. Gans, 2, Rue Centrale, avocat and doctor-in-law. Understands and speaks English thoroughly. Any one requiring legal advice will find him exceedingly attentive and moderate in his fees.

CONSULS, all countries. English Consulate, 6, Rue Bonivard, near the English Church.

History in a Nutshell.

Christianity said to have been established in 5th century. King of Burgundy crowned by Archbishop of Milan in 1034. For three centuries bishops were local rulers ; they were appointed by Emperors of Germany. In 1518, city plundered and seized by Duke of Savoy. 1534, Reformation introduced by Farel. 1536, Calvin took up his abode in the town ; he became political and religious ruler, and ruled with a rod of iron. Beza and John Knox were refugees here. 1564, Calvin died, and was buried in cemetery of Plain Palais. 1794, the city witnessed a reign of terror ; the streets ran red with blood, and horrible massacres took place. 1798, French Republican Army marched in, and annexed it to France. 1814, it was joined to the Swiss Confederation. Rousseau was born at Geneva ; place of his birth, 27, Rue Rousseau (not authenticated). He was the son of a watchmaker ; he resided in Turin for some time. His writings caused him to be cruelly persecuted by the

Digitized by Google

bigots, and he was hunted from place to place. Voltaire caused his great rival's works to be burnt by the public hangman. Geneva is, next to Zug, the smallest Swiss canton.

Sights.

The Cathedral. Byzantine. Date probable A.D. 1124. Calvin preached in it. Beautiful painted windows. A chair used by Calvin in the pulpit. Duke Henri de Rohan buried in the chancel, together with a Roman Catholic bishop. The Duke was a stanch Protestant; the grave is a common leveller. Fee for seeing cathedral, ½ franc. Pay to the concierge.

Library at back of Cathedral, founded by Bonivard, Byron's "Prisoner of Chillon." Date, 1551. Autographs of Rousseau, Bonivard, Luther, Melanchthon, and Calvin, can be seen. Books, 70,000 vols., MSS. 5,550. There is a portrait of Servetus, a Spanish refugee. He was put to death by Calvin because he dared to doubt the doctrine of the Trinity. The picture bears this inscription:—

"Burnt at Geneva to the honour and glory of God."

The taste of exhibiting such a thing is very questionable. The place is open from 11 to 1, and from 2 to 4. Fee, 1 franc. The entrance is Rue Verdaine, 15.

Calvin's House (he lived and died here), 11, Rue des Chanoines. Sisters of Mercy now reside in it.

Hôtel de Ville. Council Chambers. Upper rooms reached by an inclined plane instead of stairs. Tradition says the old councillors used to ride on horseback up this plane when going to session. (Doubtful.)

Botanic Gardens and University, opposite the Opera House, at the top of Corraterie. The gardens contain a most interesting collection of plants.

Natural History Museum, 11, Grande Rue (close to Calvin's house). Worth a visit. Free on Sundays, at other times ½ franc.

Conservatoire de Musique. Situated on the S. W. side of Place Neuve. Behind it is a building that was once a masonic lodge. It is now a church called Eglise du Sacre Cœur.

The Corraterie. Formerly one of the defences of the city. Attacke and scaled by troops of Duke of Savoy on night of Dec. 11, 1602. After a terrific struggle they were repulsed by the Genevese. A fountain in Rue des Allemands commemorates this.

Ile Jean Jacques Rousseau. Rhône rushes round it. Connected with the Quai by a bridge.

Jardin Anglais. On the lake. Splendid national monument in bronze. Two females, representing Switzerland and Geneva. In the kiosque may be seen a highly interesting plan in relief of the Mont Blanc group of mountains. Sundays and Thursdays free. Other times, ½ franc. It is carved in limewood.

Pierres du Nitan. Two enormous granite blocks in the lake. Tradition—they were used by the Romans for offering sacrifices to Neptune: the truth—they were brought down to where they lie by glaciers or floods.

Musée Fol (founded by Mon-

Digitized by Google

sieur Fol), Grande Rue, No. 11. Splendid collection of Greek and Etruscan antiquities. Fee, ½ franc. Open every day.

The Arsenal. Opposite Hôtel de Ville. Ancient and modern weapons, and scaling-ladders.

The Athenée Façade, adorned with busts of nine citizens of the town, namely—Fabri, Hugues, Roset, Rousseau, Bonnet, Saussure, Lullin, and Pictet. Open free on Thursdays; other times, fee, 1 franc.

Theatre. Cost 3,500,000 francs. In Calvin's time the old bigot would not allow theatrical performances in the town. Voltaire caused his pieces to be performed at Fernex, five miles off. Rousseau remonstrated with him thus:—"Je ne vous aime pas; vous avez corrompu ma république en lui donnant des spectacles." (I do not like you; you have corrupted my republic by giving these performances.)

Musée Rath, close to the theatre. This place was founded by a Russian General named Rath. It was presented to the town by his sisters. It contains a magnificent and priceless collection of bronzes and portraits, and should certainly be visited. Open Sunday, 11 to 1; Thursday, 11 to 3; Monday, Tuesday, Wednesday, and Friday, 1 to 3, free. Other times, ½ franc.

Monument to Duke Charles II. of Brunswick. In Square des Alpes. New and magnificent. The Duke died in 1873, and bequeathed to the town 28,000,000 francs, part of which was spent in building the magnificent opera-house.

View of Mont Blanc and Chain. Best obtained from Quai du Mont Blanc on right bank. Should be seen on clear evening, when sun is setting. Effect very grand then. The group of mountains seen includes Mont Blanc, the Aiguille du Midi on the left, farther to the left the Grandes Jorasses and the Dent du Géant. In front, Aiguilles Rouges and the Môle, a pyramid standing alone. Close to it the snowclad Aiguille d'Argentière, next the dome-like Buet. To the extreme left the Voirons, at extreme right Great and Little Salève.

One day is sufficient to inspect the actual sights of the town, unless you are desirous of spending some time amongst the Art Treasures and Books; but the environs are so beautiful that a sojourn of many days, and even weeks, may be made in Geneva with great advantage.

Walks.

Petit and Grand Saconnex. On right bank, by Splendid view of the lake and Mont Blanc. The walk may be continued to Versoix, a prettily-situated village, now Swiss, but once French. From here the return to Geneva can be effected either by railway or by the steamboat.

To La Jonction, on right bank. Follow the Rhône down to the last bridge, past the Post Office. Cross the bridge into Boulevard James Fazy. Take third opening on left (Rue Neuve du Temple); then keep straight on until roads fork. The right is Route de Lyon; the left Chemin d'Aire, indicated by a sign-board. Proceed down the Chemin d'Aire till you come to second gate on left. Pass through and a platform will be reached that overhangs the confluence of the Rhône and Arve. Well worth a visit. Carriage there and back, 3 francs.

Digitized by Google

To Bois de la Batie. Follow the Rhone down on left side, then cross a fine bridge over the *Arve*.

To Petit Sacconnex. Celebrated for its cedars, which reach the height of nearly 100 feet.

To Fernex. 4½ miles in a N.W. direction. Omnibus from Place Cornavin, close to station, every hour. Voltaire lived here in 1759. Visit his château (closed on Sundays). Over the door is the inscription, "Deo erexit Voltaire."

The Salève (Great and Small) to the S.E. The Petit Salève is 2,959 feet high, the Grand Salève 4,291. There are auberges on the top. View splendid; Grand Salève best. About 6 hours are required for Grand Salève. Donkeys can be obtained for the ascent, 1 franc an hour. Take the 'bus to Monnetier. Fare, 2 francs. Starts from Grand Quai at 8.30, 11.30, and 6.30, or the tramway to Carouge; thence walk through the Grande Gorge.

Les Voirons (in Haute Savoie). A splendid mountain (4,777). Omnibus to the foot. Starts early in the morning. Distance, 14 miles. Time to the summit from base, 3 hours. Hotel on top.

To the Fort de l'Ecluse, on the Lyons road. Take rail to Collonges. From thence half an hour's walk. Beautiful excursion.

Ascent of the Dole. Magnificent view. By steamboat or rail to Celigny, thence by carriage or on foot (3 miles) to Crassier. From here the ascent occupies 3 hours. Good path all the way. Return by Col de la Faucille to Gex, whence there is a 'bus to Geneva.

Château Favre, on Savoy side. **Campagne Diodati,** where Byron wrote "Manfred." Time, there and back, 3 hours.

TOUR OF THE LAKE IN ONE DAY.

Boat starts in the morning; return-tickets for the day, 10 f. 75 c. Capital dinner can be obtained on board for 3 francs; steamer exceedingly comfortable and commodious. North bank of the lake the best. Places at which the boat calls: Versoix, Coppet, Céligny, Nyon, Rolle, Morges, Ouchy (Lausanne), Lutry, Cully, Corsier, Vevey-Marché, Vevey-La-Tour, Clarens, Montreux, Territet-Chillon. Leave the boat at Territet-Chillon, in order to visit the Castle. The steamer proceeds to Villeneuve, and will pick you up as she comes back. For description of Chillon, *see* page 107. Places are described in consecutive order.

NOTE.—For places on French side refer to page 112.

VERSOIX.

Large village, once French. Hotel, *Lion d'Or*.

COPPET.

Hotels: *Croix Blanche, Hotel and Pension du Lac.*

Château here that once belonged to Necker, who was a

Digitized by Google

native of Geneva. He became a banker at Paris, and Minister of Finance to Louis XVI. His daughter was the celebrated Madame de Staël; she died in 1817, and was buried here. Her desk and portrait are exhibited to visitors.

NOTE.—Some of Madame Necker's journals, also correspondence which had passed between her husband and Gibbon, Buffon, Diderot, and others, have lately been discovered in a tower of the chateau.*

NYON.

Hotels: *Beau Rivage* (good), *Ange* (good).

Capital wine grown here. Old castle, with walls 10 feet thick. Date, 12th century. Notice the old Château with its fine spire-like towers and steep sloping roof. On a promontory stands Promenthoux, and a little further is Yvoire, celebrated for wine. Nyon is a good starting-point for the ascent of Mont Dôle (5,505); view very grand. Omnibus from Nyon to ST. CERGUES (3,432), at the base of the mountain; 2½ hours to top. Guide not necessary. One-horse carriage to St. Cergues; cost, 12 francs, with fee to driver.

Before reaching the Promontory a chateâu will be seen amongst the trees. It was once the residence of Joseph Bonaparte, and is now the property of Prince Jérome Napoléon.

ROLLE.

Hotel: *Tête Noire* (good).

Here was born the Russian general, Laharpe, who became tutor of the Emperor Alexander I. An obelisk to his memory on a small island in the lake. One hour from Rolle is the SIGNAL DE BOUGY (2,910); splendid point of view. Time, 3 hours there and back.

MORGES.

Hotels: *des Alpes* (on the quay), *du Port.*

A small and busy town. Here is an old château, used now as an arsenal. Château on a hill to the north; mediæval; known as Vufflens. Said to have been built by Queen Bertha, in the 10th century. She was queen of Rudolph II. Her remains, together with those of her husband and son, were discovered in the old church at Payerne, and were reburied in the new parish church of that village, where they show a saddle and distaff said to have been used by her majesty. Splendid view of Mont Blanc from this point.

* "Le Salon de Madame Necker," par le Vicomte d'Haussonville. 2 vols.

Digitized by Google

OUCHY.

Hotels: *Beau Rivage* (good), *d'Angleterre* (good), *Pension Villa Roseneck.*

A pleasant stopping-place. Byron and Shelley resided here for some time, and Byron wrote "The Prisoner of Chillon." An omnibus plies between Ouchy and Lausanne; and there is also a railway worked by a rope. The train starts every half-hour.

LAUSANNE.

Hotels: *Hôtel Gibbon.* In the garden of this hotel Gibbon wrote a portion of his great history in 1787. *Hôtel Richemont, Faucon* (good), *Hôtel du Grand Pont* (good), *Bellevue, Hôtel du Nord.*

Pensions: *Beau Séjour, Victoria, Campart.*

Hairdresser: J. Fuchs, 6, Rue de Bourg.

There are a great many schools in the immediate neighbourhood. Lausanne is most healthily situated, but sometimes foggy in the winter. There is an English church, plenty of booksellers, and all the conveniences of life. Many English reside here all the year round. Population, 26,520. It is the capital of the Canton Vaud, and is built on the slopes of Mont Jorat. Streets are crooked and hilly. The Cathedral was erected in 1235 and 1270. It was consecrated by Gregory X., in presence of Rudolph of Hapsburg. It is Gothic, of exceedingly massive proportions. Mrs. Stratford Canning, first wife of Lord Stratford de Redcliffe, our ambassador in Switzerland at that time, is buried in the Cathedral. The monument over her grave is by the celebrated sculptor, Bartolini. The terrace on which the Cathedral stands is reached by a flight of 160 steps. The Sacristan lives at the foot. Lausanne is cooler in summer than Geneva, and warmer in winter. The great historian Gibbon resided here in 1786-87. The environs are very beautiful, and there are a great number of magnificent excursions to be made. From here Fribourg can be reached in 2½ hours by rail, and Berne in 3½ hours.

As the steamer proceeds the scenery becomes grander.

VEVEY.

Hotels: *Grand Hôtel de Vevey* (good), *Grand Hôtel du Lac* (good), *Hôtel des Trois Couronnes, Hôtel d'Angleterre* (good), *Hôtel du Léman* (good), *Trois Rois, Croix Blanche, du Pont.* At Chexbres, above Vevey, is the *Hotel du Signal*, which is well recommended and admirably situated.

A tramcar propelled by electricity runs between Vevey and Montreux.

Cafés: *Café du Lac, Bellevue, National, Des Alpes.*

Baths: at the east end of the town. Price of bath, 50 cents.

Digitized by Google

POST AND TELEGRAPH OFFICES : *Place de l'Ancien Port.*
CARRIAGES : one-horse, drive in town, 1 f. 50 c.
ROWING BOATS : by the hour, 1 franc.

Another favourite resort of English people. English Church Service is held at the Church of St. Clair. It is the second town in the Canton Vaud, and is charmingly situated. The "grape cure" is practised. It commences in September, and lasts for a month. It consists in beginning with small quantities of grapes, and gradually increasing. The cure is expensive, as grapes are charged ½ franc a pound. Rousseau, in his "Nouvelle Héloise," depicts in magnificent language the enchanting scenery of Vevey. The excursions in the neighbourhood are many, and all beautiful. In the church the regicide Ludlow reposes. On the marble tablet over his grave is the inscription, "Potestatis arbitrariae oppugnator acerrimus." In extraordinary wine years an old festival is celebrated by the Guild of Vintners. It consists of allegorical processions and all sorts of mummery. The last festival was in 1865, when many thousands of foreigners flocked into the town to witness the spectacle. The Empress of Russia stayed here in the autumn of 1859, and telegraphed to her son :—"I am staying in the most beautiful country in the world." Fribourg and Berne can be reached by rail in 4 hours. Pedestrians may cross the Jaman Pass into the Simmenthal. The views the Pass commands are incomparably beautiful, especially when coming from the other side. Byron said it was as "beautiful as a dream." About 3 miles from Vevey is the sweetly pretty village of CLARENS, immortalised by Rousseau. *Hotel Roy*, *Hotel Roth*, both facing the lake. *Pensions Mury-Monney*, *Pension Bangy* above Clarens. *Hotel des Crêtes*, near station. In the neighbourhood are CHERNEX, one mile from Clarens, and CHAILLY, *Pension Mury* (recommended). *Pensions Dufour* and *Cochard*, VERNEX, *Hotels Cygne*, *Suisse*, *Beau Séjour au Lac*, *Bon-Accueil* (good). BOOKSELLER, Benda. "J. E. M." Guide on sale. GLION, COLONGES, and VEYTAUX, all in the parish of Montreux. Between Vevey and these villages there is a great number of pensions, and many of them bear a high reputation. Any of our readers who can recommend Pensions in the neighbourhood will oblige by communicating with the editor.

NOTE.—*Aigle* (*see* page 108) is one hour from Vevey. A diligence runs from Aigle. Price of carriages to Thun, one-horse, 70 francs, two-horse, 120 francs ; a bargain can sometimes be made for a less charge. A diligence runs to *Thun, through the Simmenthal ;* magnificent drive.

Digitized by Google

MONTREUX.

Pension Buret (good), *Pension Visinaud*, *Pension Mooser*.

Beautifully situated. English Church Service. Spring climate delightful. Has lately become a resort for people suffering from delicate lungs, owing to its sheltered situation. Good point for excursions, which we describe in order below.

1st. **To the Pissevache and Gorge du Trient** (magnificent). By rail to Vernayaz (*see* page 138); there and back in 1 day.

2nd. **To the Gorge du Chauderon.** Lies between Glion and Souzier. Walk, there and back, 1½ hour. Should not be missed. Scenery grand.

3rd. **Ascent of the Rocher de Naye** (6,706), in the neighbourhood of the Jaman. Time, 7 hours. Guide not necessary. The first boy you meet will point out the way for a couple of sous. The view from the summit embraces the Bernese Oberland, the Valais, and Savoy. Very grand, though Mont Blanc is only partially seen.

4th. **Mont Cubli** (3,940). Time, 4 hours. Beautiful view.

5th. **Ascent of the Dent de Jaman.** Guide advisable. Superb and wonderful view. Those who are too fatigued to ascend the peak can remain on the Col (4,974), where the panorama unfolded to the gaze is enchanting. Horse-path to the top of the Col. Fee, 10 f. From thence the ascent occupies about 1½ hour. It is trying but well repays.

6th. **Ascent of the Pleiades** (4,000). Splendid view.

7th. **To Glion** (2,700). Hotels: *Du Righi*, *Vaudois*, *Grand Hotel Victoria* (both good). Glion is magnificently situated, and is a capital place for summer residence. English Church Service on Sundays.

A mile from Montreux the boat reaches—

TERRITET-CHILLON.

Landing place for Castle of Chillon. *A mountain railway* was opened here in August, 1883.

Starting about a quarter of a mile on the Vevey side of the Castle of Chillon, the railway goes apparently straight up the side of the mountain to the beautiful village of Glion. The gradient of the road is 57 per cent., and this, therefore, is the steepest railway in the world, except the Vesuvius line, which is very much shorter, the Glion line being close upon 700 mètres in length. The locomotion is brought about entirely by water power. Under the carriage is a machine of about the same dimensions as the carriage itself, which is filled with water at the station on the top. This then proceeds down the hill. Attached to it is an iron wire cable, which is run round a gigantic wheel and fastened at the other end to the carriage at the bottom of the hill, which starts on its upward journey at the same moment that

Digitized by Google

the carriage at the top starts on its downward course. The carriage coming from the top being full, drags, as it proceeds downwards, the carriage at the bottom, which is empty, up with it, on the principle of the two weights of a clock, with the somewhat curious result that, though as the traveller goes down he appears to be rushing headlong to destruction, and as he goes up he appears to be crawling, the downward and upward journeys are accomplished in exactly the same space of time to a second. The line has been constructed by Mr. Riggenbach, the inventor of the Righi railway system, and although the one is worked by steam and the other by water, both are exactly the same, inasmuch as both go on three lines, with three wheels, the centre line being grooved, and the centre wheel made with teeth, which catch in the grooves as it goes along, and both can be worked up and down by the brakes alone, without any other assistance. Although the steepness of the line looks alarming there is absolutely no danger. The fare up is 1 franc; return, 1f. 50 c.

CHILLON.

The Castle of Chillon (pronounced, as nearly as possible, Chiyon), immortalised by Byron, stands on an isolated rock, 22 yards from the bank, which is reached by a bridge. Boats take passengers from the steamboat pier to the castle; fee, 1 franc there and back. It is one of the most interesting and gloomy of the feudal castles remaining in Switzerland. The most cruel and horrible scenes were enacted in its dreadful dungeons, and many a victim of jealousy and tyranny, having crossed its gloomy portals, never again emerged into the light of day. No one should visit the castle without first reading Byron's beautiful poem, "The Prisoner of Chillon," though the Bonivard he speaks of is not the Duke of Savoy's victim, who was chained for six long years to a pillar in the dungeon. The pillar to which he was chained is pointed out; the floor is worn away by the constant movement of his feet. The castle was built in 830, and was fortified in 1248 by the Dukes of Savoy. It was the scene of much fighting and bloodshed, being stormed by the Genevese at the Reformation. It is now an arsenal. The bedrooms and "hall of the knights" very curious. In one of the dungeons is an aperture through which tradition says prisoners were cast into the lake, here upwards of 300 feet in depth. Many thousands of names are inscribed on the pillars, amongst them being those of Byron, Eugène Sue, and Victor Hugo.

Between Chillon and Villeneuve is the *Hôtel Byron*, beautifully situated, and close to it a tiny island, 30 yards long by 20 wide. It commands a magnificent panorama, and a century

Digitized by Google

ago an enthusiastic lady turned the island into a little paradise by laying it out as a garden, and on it she planted three elms, which still flourish. It is this island to which Byron refers in his "Prisoner."

> And then there was a little isle,
> Which in my very face did smile,
> The only one in view.

A mile and a half further lies VILLENEUVE, where the lake practically ends. All the above stations are in direct communication by rail with Geneva.

Villeneuve is not an attractive place to stay in, although the surrounding scenery is exceedingly fine. There is a route to Montbovon over the COL DE LA TINIÈRE (5,341). Time, 5 hours. Most interesting excursion. The road, however, is little more than a track in places, and a guide is desirable, especially in doubtful weather. There is a good hotel at Montbovon.

From Montbovon to Montreux, over the Jaman (*see* page 207).

2. VILLENEUVE TO MARTIGNY.

By rail. Station behind the town. Route by Rhône Valley. Best views on the right.

ROCHE, first station, then—

AIGLE.—Situated on the *Grande Eau.* Hotels: *Grand Hotel des Bains* (good; about a mile from railway; English Church Service in this hotel); *Beau Site* (good); *Mon Séjour; Victoria.* Post and diligence office in the town. It is the first station reached, and is a favourite summer resort, and an excellent starting-point for many beautiful excursions. In the immediate neighbourhood is an eminence called the *Plantour*, which commands splendid views of the Rhône Valley. There is coach communication between Aigle and Saanen (*see* page 199) by Col de Pillon; also between Aigle and Thun (*see* "Note" on page 105—after Vevey). Aigle is celebrated for the "grape cure." Ten minutes from Aigle is an establishment for breeding trout and salmon—many thousands of which are turned into the lake every year.

The Dent du Midi rises up opposite Aigle. It is a long ridge of tremendous precipices, with six distinct peaks.

LE SEPEY (*see* page 201) is seven miles from Aigle.

Digitized by Google

To Villas sur Ollon. 3½ hours from Aigle, 2½ above Ollon. Much resorted to on account of splendid air and fine views. Carriage, one horse, 18 francs; two horses, 30 francs, with *Pourboire*. Diligence daily, 4 hours. The road passes *Ollon*, which is a very poor village, but affords some splendid views. A new carriage road goes to the right from Ollon, but pedestrians should take the one which branches to the left, as it is shorter. We pass the villages of *La Pousaz*, *Huemoz*, *Chesière* (*Hotel du Chamossaire*), and in half an hour from this latter reach VILLARS (4,166). *Grand Hotel Muverau* (good), *Bellevue* (good). Pension des Chalets. A new English church has been opened here.

Ascents from Villars.

The Chamossaire (6,949). Time, 7 hours. There is a cart road to *Bretaye*, which is one hour from the summit. Magnificent view. The ascent presents no difficulties and a guide is not required.

NOTE.—From BRETAYE there is a road to SEPEY (*see* page 201). It passes three lakes, called *des Chalets*, *Noir*, and *des Chavannes*; and in 2½ hours we reach LA FORCLAZ (4,150). From thence we cross the *Grande Eau* and reach Sepey in ¼ of an hour.

From Aigle to Corbeyrier (3,235). *Hotel Dubius*. The time is 2½ hours. YVORNE, where excellent grapes are grown, is passed on the road. A carriage costs 10 francs. The village is beautifully situated, and in ½ hour we reach a point called *The Signal*, which commands a fine view.

Ascents from Corbeyrier.

Aux Agittes (4,997). Mule track. Time, 2 hours. Guide not necessary. View splendid.

Tour de Mayen (7,621). By *Alp Luan*. Time 4 hours. Guide not necessary, except for totally inexperienced.

Tour d'Ai more difficult (7,818). Time 6 to 7 hours. Guide 10 francs.

To Leysin (*see* page 201).

Diligence to Sepey. 2½ hours.

To Ormont-Dessus (*see* page 200). 4½ hours.

To Les Plans. By carriage. There and back, 15 francs.

Bex (pronounced Bay, *see* page 181). "Grape cure" and "cure de lait" (milk). Saline and other baths. Good place for a few days' sojourn. Sion can be reached from here by the **Diablerets Pass.** (*See* route 30, Bex to Sion, page 132).

St. Maurice. The scenery between Bex and Maurice is very fine, but cannot be seen from the train. As the distance is only 2½ miles, the tourist should arrange to leave the train at Bex, and walk to Maurice, getting another train there onward. The lion of the walk is a view from a small bridge crossing the Rhône. It will bear comparison for grandeur and weirdness with almost anything in the Alps.

Digitized by Google

ST. MAURICE.

Hotels: *Ecu du Valais, des Alpes, du Simplon.* Good buffet at Station, but prices are high.

Sights.

The Abbey. One of the oldest in Europe, founded in the 4th century; occupied now by Augustinian monks. A card or passport for admission.

Field of the Theban Legion's Martyrdom. The legion consisted of early Christians in the Roman army. It crossed the Great St. Bernhard in A.D. 286, under Maximian, and reached St. Maurice—then known as **Agaunum.** Maximian here prepared to sacrifice to his gods. The legion refused to offer incense, and subsequently he had them all slain. History says there were 6,000 of them. Truly it must have been a field of carnage.

Hermitage of Notre-Dame du Sex. Close to the station. Built in the face of a precipice. Reached by a narrow path cut in the rock.

Grotte aux Fées. Above the mouth of the tunnel. A stalactite cavern, 1 mile long. Card of admission required and a lamp. Both sold at station. Price, 1 f. 20 c.

One and a half mile from station, on right bank of river, are the **Baths of Lavey** (1,420). Much resorted to. Warm spring, 100° Fah. (*see* page 91).

NOTE.—Travellers coming from any part of Rhône Valley change carriages at St. Maurice for *Bouveret* and *Evian les Bains*, but keep their seats for *Lausanne* and *Geneva*. Those going to Lausanne would find it a pleasant variation to go on to Bouveret, and from thence take steamer to Lausanne.

The grandeur of the scenery increases as the train proceeds, and approaches the Rhône, and soon a spot at the foot of the Dent du Midi is reached, where, in 1835, an enormous stream of mud came down and filled the valley with débris.

Sit on right now for view of waterfall—PISSEVACHE. The water falls 220 feet. It comes from the Sallenche, which drains the glaciers of the Dent du Midi. There is a wooden gallery under the fall. The effect of standing here, especially when the sun is shining, is very curious.

VERNAYAZ.

(1,535.) Hotels: *des Gorges du Trient, des Alpes.* Grand scenery. Three quarters of a mile from Vernayaz, on the right, is the entrance to the GORGE DU TRIENT, similar to Pfäffers, at Ragatz. Some people say it is grander than Pfäffers. If the train is left at Vernayaz, the Pissevache and the Gorge may be visited before arrival of next train. The train now crosses the Dranse, which rises on the Great St. Bernhard, and

Digitized by Google

continues its journey to Brigue (*see* Rhône Valley route, page 160).

A route from here, *viâ* Salvan and Triquent, goes to Chamounix. Carriage road all the way. Time, 10 hours. Magnificent excursion, embracing part of Tête Noire, and views of the Valleys Eau Noire and the Trient, Glacier de Trient and Aiguille du Tour. Accommodation in fair inns. At Salvan (3,035), where there is a good hotel, a détour can be made to visit the *Cascade du Dailly*, well worth a visit. Time from Salvan, 1 hour. View of snow mountains of Great St. Bernhard obtained.

MARTIGNY.

(1,558.) Several good hotels. Best are: *Hôtel Clerc* (exceedingly comfortable), *de la Tour*, *du Mont Blanc*. Rendezvous for mountaineers, and starting-place for Great St. Bernhard to Aosta; for Tête Noire and Col de Balme for Chamounix.

Rail to Brieg, First, 11 f. 80 c.; second, 7 f. 90 c.; third, 6 f. 30 c. Diligence thence over Simplon (*see* page 161) to Domo d'Ossola (*see* page 164).

NOTE.—The ruined castle above Martigny is called the *Tour de la Bâtiaz*. It is the remains of an extensive fort that withstood many a siege. There is no authentic information as to its origin, but it was probably erected about the twelfth century. It commands a very fine view.

Ascent and Excursions.

The Pierre à Voir. Time, 6 hours. Bridle-path. Mule, 10; guide, 8 francs. Magnificent view from summit, including Matterhorn and Mont Blanc range, and Bernese giants. From the Col, quarter of an hour from summit, a descent on a sort of sledge can be made to the **Baths of Saxon** (*see* page 147). The descent is rapid and novel.

To Gorges du Durnant. Time, there and back, 3 hours. One-horse carriage, 7 francs. Admission, 1 franc. Romantic and wonderful.

To Orsières by the Val Champey (*see* page 175). Time, 6 hours.

Route: Martigny to Chamounix by Tête Noire and Col de Balme (*see* Chamounix, page 136).

To the Glacier du Giétroz. (*See* Page 174.)

3. MARTIGNY TO AOSTA BY THE COL DE FENETRE.

Guide necessary; fee, 18 francs. The night can be passed at the *Hôtel du Giétroz* (*see* below). The following is the approximate time to be allowed:—To *Sembranches*, 2½ hours; *Chable*, 2 hours; Champsec, 1 hour; Lourtier, ¾ hour; Mauvoisin, 2½ hours. A quarter of an hour from the latter place is the *Hôtel du Giétroz* (fairly comfortable quarters).

Digitized by Google

To Chable the road is good, but indifferent between there and Champsec, beyond which is a mule-track.

Sembranches. Here the road diverges, the left going into the *Val de Bagne*, the other to *Bourg St. Pierre.*

Chable. Hotel: *Perrodin.* Fine situation. **Ascent from Chable.** The *Pierre à Voir* (8,123). Easy. Time, 5½ hours. Guide, 6 francs.

Fionnay, next village. Auberge here with beds. From this point scenery becomes grander, and in 1½ hour we gain bridge of **Mauvoisin,** which crosses the *Dranse.* A quarter of an hour more brings us to the *Hôtel du Giétroz,* opposite glacier of same name.

In 3 hours from here we reach the alp **Grand Chermontane** (7,313), at the foot of the *Glacier d'Otemma,* sometimes called *de Chermontane.* There are several chalets here, which are inhabited in the summer by herdsmen.

Excursions and Ascents from Grande Chermontane.

Grand Combin (14,150) **by Col de Sonadon.** Time, 11 to 12 hours. Good guide necessary. Fee, 40 francs. Very difficult.

Mont Blanc de Seïlon (12,700) **by Col de Seïlon.** 10 hours. Guide, 40 francs.

Mont Avril (10,960) **by Col de Fenêtre.** Time, 4 to 5 hours. Guide, 10 francs. No difficulty.

Mont Pleureur (12,159). Time, 9 hours. Guide, 15 francs. No special difficulty. Fine view.

Pointe d'Otemma (11,135). Time, 7 hours. Guide, 11 francs.

Tournelon Blanc (12,170). 9 hours. Guide, 12 francs. Not difficult.

Serpentine (12,100). 11 hours. Guide, 18 francs. Difficult, but view grand.

Rouinette (12,720). 11 hours. Guide, 28 francs.

To Bourg St. Pierre by Col de Sonadon (11,483). Glacier work, difficult and trying. Good guide indispensable. Time, 12½ hours. Guide, 30 francs.

To Bourg St. Pierre by Col des Pauvres and Col des Maisons Blanches (12,000). 14 hours. Guide, 30 francs. This is a difficult excursion, but very fine.

To Arolla by Glacier d'Otemma and Col de Chermontane. 12 hours. Guide, 20 francs. Very fine excursion, but difficult.

To Valpellina by Col de la Reuse d'Arolla. Time, 11 to 12 hours. Good guide necessary, 20 francs. Difficult.

Continuing from Chermontane we reach the summit of the Col de Fenêtre (9,140) in 2 hours. On the other side is a new bridle-path to the chalets of *Balme,* 2 hours, *Porchery,* 1 hour. In another hour we reach **Valpellina.** Hotel. Thence a carriage-road for 9 miles to **Aosta** (*see* page 141).

4. GENEVA TO BOUVERET (*Savoy side*).

By carriage or on foot, by diligence or steamer. There is a railway now from Evian to Bouveret. Steamers twice a day.

Digitized by Google

Time, 4 hours. Fares, 3 and 6 francs. Diligence once a day. Fare, 9 francs. Time, 6 hours.

COLOGNY. Byron lived here, in Villa Diodati.

DOVAINE (in France).

THONON. Once the seat of Dukes of Savoy. A quaint and beautifully-situated village with a little harbour formed by an artificial breakwater.

Chamounix can be reached from this point by Servoz. 2 days. Guide necessary.

Char-road to St. Jean d'Aulps. Thence by the Col de Jourplane (6,000) to Samoëns.

Thence by carriage-road to Sixt (*see* Chamounix), or on foot over Col d'Auterne (7,000) to Servoz (9 miles from Chamounix). Time, 10 hours.

Geneva can be reached again from Sixt by carriage in 8 hours.

AMPHION. Eugène Poujade, French author, lived here. English Church Service in summer.

EVIAN. There is a railway now from Evian to Bouveret. A long tunnel, 800 mètres, and known as the Tunnel des Balmes, is traversed during the journey. A favourite resort, on account of its mineral waters and baths (*see* page 95). Hotels: *des Bains, Evian, de France, du Mont Blanc.* Many excursions can be made from this point. 1st, up the Dranse Valley. 2nd, to a ruined château at Allinges. St. François de Sales lived here. 3rd, the Val d'Abondance. 4th, ascent of Dent d'Oche (7,300). Magnificent view. Guide necessary.

A little further on is MEILLERIE. Here St. Preux took shelter during a storm (Rousseau's "Nouvelle Héloise"). At one time Meillerie could only be reached from the lake, but Napoleon blasted the rocks away in order to get material for his great road over the Simplon.

ST. GINGOLPH. Half in Savoy, half in Valais. GROTTO OF VIVIERS and springs may be visited by boat. Excursion: the ravine of the MORGE. Ascents: the BLANCHARD (4,642). Time, 3 hours. Guide necessary. Return can be made by right bank of Morge through charming forests. DENT D'OCHE (7,300), 6 hours. Guide necessary. Beautiful view. The GRAMMONT (7,146). Time, 4 hours. Guide necessary.

BOUVERET. At south-east end of lake, ¾ mile from the Rhône. The current of the river is here called *La Battaglière.* Its course can be traced in the lake for more than a mile.

5. BOUVERET TO ST. MAURICE.

By train. Scenery very grand onward. VOUVRY (1,300). Ascent of the CORNETTES DE BISE (8,000). Time, 3 hours. Guide necessary. Indescribably beautiful panorama.

Digitized by Google

MONTHEY. Here there is an enormous rocking-stone (*Pierre suspendue*) in a chestnut-grove. It is balanced on a few square inches. Very curious. Guide desirable. Monthey is beautifully situated, at the entrance of the VAL D'ILLIEZ, 12 miles long. Splendid excursion. *En route*, TROIS TORRENTS, a pretty village. Hotel and pension (fair). VAL DE MORGIN commences at this point. Baths of that name 3 hours from Monthey. Water impregnated with iron (*see* special article).

Excursion to Champéry (3,389). Good hotel. It is the highest village in Valley. Situation delightful. From here ascent of the **Culet** (6,453) can be made. Guide, 4 francs, but not absolutely necessary. The **Dent du Midi** (10,450) can be scaled from Champéry. Time, 14 hours. Guide necessary, 18 francs. The night is usually spent in the Chalets of Bonavaux (fair accommodation). In that case, guide 20 francs. The last 4 hours is stiff climbing, but not dangerous. View enchanting; Mont Blanc, Alps of Valais, and Oberland, Dauphiny, and Piedmont. Descent can be made to **Vernayaz**. Time, 7 hours. This descent is difficult.

Champéry to Samoëns by Col de Coux. Pleasant excursion. Time, 7 hours. Guide, 13 francs, but not necessary.

Champéry to Sixt by Col de Sagerou. Time, 9½ hours. Guide necessary, 15 francs. Grand views of the glaciers.

Sixt to Chamounix (*see* Chamounix, page 131). This is a very fine excursion.

The train now crosses the Viège, which comes down from the Val d'Illiez, and soon reaches MAURICE (*see* page 110), 14½ miles from Bouveret.

The above tour (without stoppages) can be made in one day from Geneva to Bouveret, St. Maurice, and back to Geneva, by taking first steamer to Bouveret, thence by rail to Maurice, returning by late train.

6. ROUND TOUR.

FROM GENEVA TO AIX-LES-BAINS, CHAMBERY, AND BACK TO GENEVA.

The PASS OF THE MONT CENIS can be combined with this route, which from first to last is full of interest, and embraces an immense variety of beautiful scenery. The time should be divided as follows :—

1ST DAY. By rail to Aix. Distance, 57 miles. Fares, 11 f. 40 c., 8 f. 60 c., 6 f. 25 c. The express trains to Lyons are *first only;* therefore, book as far as Culoz, change, and re-book, if you wish to travel second or third.

The route for the first ½ hour is not particularly interesting until the station of COLLONGES is passed. Then on the right will be observed the tremendous—

Digitized by Google

FORT DE L'ECLUSE.

This fort is erected on the frontier of France and Switzerland. The Dukes of Savoy originated it, and it was subsequently strengthened by Vauban. The Austrians knocked it to pieces in 1814, but 10 years after France rebuilt it. It well repays a visit. Collonges is the station for it.

In the winter of 1883 a tremendous landslip took place here, totally destroying a long tunnel and a section of the railway. For a time the Rhône was blocked with the *débris*, but fortunately the water cut its way through, or there would have been a fearful disaster. The line has since been repaired, but there were some minor slips last winter, and it is said that the Fort itself is insecure.

The train crosses the sombre VALSERINE GORGE by a viaduct, 828 feet long and 170 feet in height, and reaches—

BELLEGARDE.

The frontier station. Luggage is examined, and *passports sometimes asked for.* EVERY ONE MUST GET OUT OF THE TRAIN.

Here is what is known as the *Perte du Rhône.* So called because at one time, when there was not much water, the river quite disappeared in a narrow, rocky chasm. It is no longer so, as the rocks have been blasted. The town is an important manufacturing place.

Several tunnels are now passed through, and another viaduct traversed, when the train lands us at—

CULOZ.

Capital *buffet* at the station for refreshments. Culoz is the *junction* for Lyons, Macon, and Turin. All passengers change here, and are generally kept waiting for some time before being forwarded to their destinations. On leaving here the train traverses the Rhône Valley; best views are obtained on the right hand, and at CHÂTILLON we reach the LAC DU BOURGET, 13 miles long, 2 miles broad, 300 feet deep. Several tunnels are passed through, and we arrive at—

AIX-LES-BAINS.

NIGHT SHOULD BE SPENT HERE. Hotels: *Vénat* (good), *d'Aix* (good), *de l'Europe* (good), *Hotel de la Galerie* (good), *Des Bergues* (extortionate). Many pensions, all good. Pension averages 12 francs a day. CARRIAGES—for drive in town, 1 franc. Outside of town the vehicle must be taken by the

Digitized by Google

hour; 3 francs first hour, 2½ francs per hour afterwards. CASINO; reading-rooms; concerts.

AIX has long been celebrated as a watering-place, and is annually visited by an immense number of patients. The springs, which are sulphureous and ferruginous, rise at a temperature of 50° to 113° Fah. They are strongly recommended for dyspepsia, asthma, rheumatism, gout, &c.; but they should not be used excepting under the advice of a competent medical man. The BATH ESTABLISHMENT ought to be visited. There is a Roman arch in front of it. The town is rich in Roman antiquities; but, as it would occupy too much of our space to describe them in detail, visitors should purchase a local guide. There is a very good one in English and French by Baron Despine. It can be purchased at any bookseller's.

The "J. E. M." Guide is on sale at the principal booksellers.

NOTE.—Between Aix-les-Bains and Annecy there is a railway, and between Annecy and Annemasse, four miles from Geneva. A line to connect Geneva with Annemasse is in course of construction.

Sights and Excursions.

The Park. Pretty walks.

To the Lac du Bourget. 2 miles to the steamboat pier by *Route du Lac*. Boats can be had on the Lake. Fee, about 2½ francs an hour.

Cascades de Grésy. Follow Geneva road for 2 miles, when **St. Simon** will be reached. There is a chalybeate spring here. Thence, in 15 minutes to a gorge where the cascades are. Fee, ½ f.

Grotte de Bange. An extraordinary subterranean lake. By carriage (6 hours there and back). Visitors should provide themselves with 3 or 4 candles, and some magnesium wire for lighting the cavern. The effect is very striking and weird. There are boats on the lake, and guides ready to take visitors into the grotto.

Tour of Lac du Bourget. Steamer plies once a day, and allows 1 hour at **Haute Combe**, to visit the monastery there; very interesting.

Ascent of the Dent du Chat (tooth of the cat) (5,120). The lake must be crossed by boat. There is a mule-path to the top of the mountain. View very fine. Time, about 8 hours.

2ND DAY. Train onwards to Chamousset. The first station of importance is—

CHAMBERY.

Hotels: *de la Paix, de France, des Princes, Métropole.* Handsome town, with 22,000 inhabitants. One of the sights is a fountain with elephants, life-size. It was erected to the memory of *General de Boigne.* He was born here, amassed a colossal fortune in India, and left it to his native town.

Digitized by Google

Ascent.

Dent du Nivolet (5,200). Time, 6 hours. Mule-path to the top. Mule and man, 10 francs. Splendid view.

Proceeding onward, we observe on the right **Mont Granier** (6,402). In 1248 a part of this mountain fell, and destroyed seventeen villages. At **Les Marches** is a branch line to **Grenoble** in 2 hours. From Chambéry, the **Grande Chartreuse** can be visited by carriage in 5 hours, there and back.

Great many castles now passed; relics of feudal times when every man's hand was raised against his neighbour, and we arrive at—

CHAMOUSSET.

Stands at the mouth of the river ARC. Railway continues from here to Modane. Thence, travellers can reach Turin by the PASS (*see* page 118 for route, and page 386 for Turin).

We now quit the train for the diligence to ALBERTVILLE. Distance, 14 miles. Time, 2½ hours (a line of railway is being constructed). There are 2 diligences a day. The route is strikingly pretty through the valley of ISÈRE.

ALBERTVILLE.

A railway is projected from here to Annecy. Hotels: *de Balance, Etoile du Nord* (both fair). The diligence goes on to MOUTIERS-EN-TARENTAISE (*see* page 140), from whence there is a road to *Boury St. Maurice* (*see* page 140), and the *Petit St. Bernhard* (*see* page 140), and *Aosta* (*see* page 141).

It will be necessary to spend a night here, unless a private carriage is taken on to ANNECY, 28 miles, which is the better course, as Geneva or Chamounix can be reached comfortably the next day in good time.

The route to Annecy is by the Valley of the Arly. The valley on the right is DE BEAUFORT, which leads to the COL DU BONHOMME. At the village of UGINE, from whence there is a cross route to—

Sallanches (*see* page 121), **or Baths of St. Gervaix** (*see* page 121). Distance, 26 miles.

The road enters the Valley of the CHAISE, and at 21 miles we arrive at the LAC D'ANNECY. Length, 10 miles. 3 steamers a day to Annecy. The route is very pretty onward to—

ANNECY.

Hotels: *Verdun, Angleterre, Aigle.* A very pretty town, with charming suburbs and a Gothic cathedral.

Digitized by Google

ANNECY TO GENEVA.—Distance, 26 miles. Diligence performs the journey in 5 hours. A direct line of railway is projected, but there is railway connexion at present between the two places *vid* Bellegarde (*see* page 115). Fares: first, 15 f. 90 c.; second, 11 f. 90 c.; third, 8 f. 70 c., or *vid* Annemasse (*see* page 119). Annemasse is four miles from Geneva. There is 'bus and tram communication between the two places, a new section of the tramway having been opened. Rail to connect the two places in course of construction. Direct rail between Annemasse and Annecy is now open.

Leaving Annecy we proceed almost level for 2 miles, then cross the *Fier* and ascend *Mont des Bornes*. About 5 miles further we cross the *Usses* by a magnificent suspension bridge, constructed in 1839. It is 227 yards long, and is called PONT DE LA CAILLE. Beneath, in the ravine, is a small sulphur-bath called *Bain des Fées* (there is a French custom-house near the bridge). Three miles more bring us to—

CRUSEILLES, at the base of *Mont Salève*. We soon begin to ascend the Col (2,100), which lies between *Mont Sion* (2,684) and *Mont Salève*. On the other side we get a fine panorama of the Lake of Geneva and the town.

ST. JULIEN. This is the frontier town of SAVOY. In 4½ miles from here we reach—

CAROUGE. This is the Swiss frontier town. There is a tram-line from here to Geneva.

GENEVA (*see* page 97).

7. CHAMOUSSET TO TURIN, OVER THE MONT CENIS.

The route as far as Chamousset has been described in the foregoing pages. From that place the train reaches Modane in about 2 hours.

MODANE. Hotels: *Internationale, du Lion d'Or.* In département of Haute Savoie, and close to the Mont Cenis, and at the foot of the pass. CAUTION to travellers.—Look after your luggage, if you have any, and are going into Italy, as without exception *all* baggage that is going across the frontier is searched.

The TUNNEL, which is 7½ miles long (1½ mile less than the St. Gotthard), is pierced under the *Col de Frégus;* since the tunnel has been open the pass has fallen much into disuse. By the tunnel, Turin can be reached in 2½ hours. By the pass, 11 to 12 hours. Carriages should be engaged at Modane, and a bargain made as to fare. The real ascent begins at—

Digitized by Google

LAUSLEBOURG (4,250). The road winds up in long zigzags, passing several refuges (pedestrians may effect a great saving by short cuts). Carriages take nearly 4 hours to gain the—

SUMMIT (6,800). View grand. In ½ hour more we reach the hotel, *Mont Cenis*, and a little way beyond is the—

HOSPICE (6,200). From here the descent is grand in the extreme; the road winding down over the face of stupendous precipices to—

SUSA (several hotels); thence by train to—

TURIN (for description and routes therefrom *see* page 386).

Pedestrians may cross the pass from Modane to Susa as rapidly as the carriages. Accommodation for the night can be had, if required, at the Hospice. The journey should not be attempted in bad weather.

8. GENEVA TO CHAMOUNIX.

53½ miles. Three diligences (belong to one company) leave daily. Time, 7½ hours. Fare, 21 francs. Excursion tickets are issued to Chamounix and back by Martigny and Bouveret, or *vice versâ*. First class, 52 francs; 2nd, 46 francs; where there are parties of two or more persons a reduction is made. Do not buy these tickets from touts, but go to authorised agents,—Messrs. Cook & Son or Gaze. Private carriage, one-horse, to Chamounix, 45 francs; two-horse, 80 francs, and 5 francs for driver. The journey is too long and trying for one horse. Those who intend to come back to Geneva by diligence should not take return-tickets, as, owing to competition in Chamounix, places can be secured for 10 to 12 francs to come back. We were glad to note last year, that the class of horses used to work the diligences on this route was considerably improved. We heard many complaints, however, about the awnings which form the roofs of the vehicles; these awnings being so low that they obstruct the view. It is true that in bad weather they are exceedingly useful, but in fine weather they might surely be rolled back. Possibly the proprietors, who seem at all times ready to oblige their customers, will think the suggestion is worth consideration. The diligences start early in the morning, and all leave about the same time. *Luggage need not be taken* if it is the intention of the traveller to proceed to the Rhône Valley *viâ* the Tête Noire. In that case it should be sent forward to destination by train. The following are the places passed (with description of them) *en route*:—

CHÊNE (2 miles).

ANNEMASSE (4¼ miles). A branch line of railway is being constructed to connect the village with Geneva. First French village. To right is seen Château of Etrambière, at base of Petit

Digitized by Google

Salève; and a little beyond it is MORNEX, a pretty village greatly resorted to in summer by the inhabitants of Geneva.

The road now nears the Arve, and crosses the Menoge by a splendid bridge, and the scenery increases in grandeur. Several unimportant villages are passed. The road to Sixt (*see* page 131) by St. Jeoire and Tanninges is passed on the left, and the diligence reaches CONTAMINES. On the left stands on a rock the ruins of the castle of *Faucingy*. We now pass on to BONNEVILLE (17 miles). The *Couronne* is a fair hotel here, and refreshments can be had. The village is picturesquely situated. The BREZON (6,165) rises on the right, and the MOLE (6,127) on the left. Both these mountains can be ascended from here, time for each 3½ hours. The road is carried over the Arve by a substantial bridge, near which, on the right bank, is a monument to the soldiers of the Department who fell victims to the war, 1870–71. On the left bank is a monument, 100 feet high, to King Charles Felix, of Sardinia. The little town was formerly much exposed to disastrous floods from the river. The king deepened the stream and built dams, thereby protecting the village. Hence the monument. The Brezon can be scaled from here. Pretty view, and rare botany. From this point the road runs through pastures (often turned into a marsh by the river) till it reaches SCIONZIER (25 miles). Horses changed. Entrance to the REPOSOIR VALLEY (very wild, and worth exploring by pedestrians). To the left, on an eminence, is the Castle of Châtillon.

CLUSES (26 miles). It is proposed to connect this place with Chamounix by a railway, preparations for which are in progress. A line, already in progress, will run to La Roche on the Annemasse and Annecy line. Two hotels (poor). Totally destroyed by fire in 1844. The inhabitants are nearly all watchmakers, who work for the large firms in Geneva. There is a school of watchmaking here (Ecole d'Horlogerie)—*road from here to Tanninges in the valley of the Giffre.* Three miles further is BALME. There is a stalactite cavern, 800 feet above the road. Entrance can be seen on the left in the limestone rocks. It takes 2 hours to visit it and return, and a fee of 3 francs is charged.

In a little while the tremendous precipices of the Aiguille de Véran (8,831) are sighted on the left. From them falls the CASCADE OF ARPENAZ. This cascade is very imposing after rain. The water falls 850 feet.

ST. MARTIN (33½ miles). Two hotels. Here for the first time a view of the "Monarch" is obtained, rising in all his

Digitized by Google

regal majesty, with his mighty snow-crowned head lifted to the clouds. The Aiguilles du Goûté (12,707), and the Dôme du Goûté (14,210), are also seen. Note the curious, narrow one-span bridge by which the road crosses the Arve. The old road to Chamounix will be observed going to the left.

SALLANCHES (36½ miles). *Hôtel Bellevue* (fair), *Hôtel des Messageries* (dirty and extortionate). Village totally destroyed by fire in 1840. Diligence halts for dinner.

Ascent from Sallanches.

Aiguille de Verans (8,975). Time, 12 hours. Guide necessary. Fee, 7 francs. Magnificent view.

From Sallanches there are roads to UGINE, ANNECY, CHAMBÉRY, and ALBERTVILLE. The new road continues on left bank of Arve; passes foot of TÊTE NOIRE, and crosses the Bon-Nant, and reaches the BATHS OF ST. GERVAIX (2,000). Here there is an immense caravanserai capable of accommodating 400 persons. It is fitted with a most complete system of baths, the water being derived from strong sulphur springs (*see* page 94) which rise in the Bon-Nant. The rooms are all elegantly furnished. There is a chemist's attached to the establishment, shops, post and telegraph office, and in fact every convenience. At the back of the baths is the astounding waterfall, known as *Cascade de Crepin*. The water bursts with tremendous force, and an appalling roar from a narrow gap in the rocks.

The Village of St. Gervaix (2,657) is two miles off. Carriage-road. Air very pure, and situation delightful. Hotels *Du Mont Blanc* (good), *Mont Joli* (good), *Des Voyageurs* (good). From St. Gervaix a visit should be made to the *Pont du Diable*. Time 15 minutes. Turn up to left from church and follow the road to where it forks, the upper one leads to Col de Voza and Chamounix; the descending one is the Route de Albertville and Annecy. Follow this road for a few minutes till the bridge is reached. It is a new structure built in the most substantial manner of solid granite. The span is thrown over a stupendous gorge, 250 feet in depth, at the bottom of which roars the *Crepin*. The view from the bridge is truly magnificent.

Ascent of Mont Blanc can be made from St. Gervaix, but more difficult than from Chamounix.

Pedestrian Routes to Chamounix over Col de Voza (5,495). Refreshment-place near top. Time, 7½ hours. Guide not absolutely necessary, but advisable in doubtful weather. Scenery grand.

To Le Fouilly and Les Ouches, by Col de la Forclaz (5,105). This pass runs between Tête Noire (5,800)—not Martigny Tête Noire—and the **Prarion** (6,460). Time, 6½ hours. Guide desirable. Fee, 6 francs.

Road now ascends; the Arve flowing far below. Looking

Digitized by Google

across the valley to the left will be noticed the village of *Chede*, and to the right of it considerably the splendid *Cascade du Chede*. The old road to Chamounix passes close to this. There is a long pull up, travellers should get down and walk, and at last we pass through a tunnel, and enter the Val Le Châtelard. Aiguille du Midi (12,608) visible. Another short tunnel passed, when village of SERVOZ is seen on opposite bank of Arve. The old road to Chamounix comes into this village. Two miles further LE LAC is gained. Hotel. Road from Servoz joins main route.

Point for visiting **Gorges de la Diosaz**, close to Servoz. Very beautiful. Well worth a visit (*see* page 128).

Further on, LES MONTETS, a rock ridge, separating lower and upper valleys. Through woods now to PONT DE MARIE, and we gain right bank of Arve. Hamlets of LE FOUILLY and LES OUCHES seen on right. Glaciers become visible, looking from here like heaps of dirty snow. Proceeding onward, the traveller sees first, *Glacier de Gria*, second, *de Taconay*, and, next, the mighty *Glacier des Bossons*. Village of Bossons close to. In distance, *Glacier des Bois*, which is the end of the Mer de Glace, but it is barely distinguishable from this point.

CHAMOUNIX (*see* page 123.)

GENEVA to BASLE (*Bâle*). By rail. *Viâ* Nyon, Lausanne, Berne, and Olten. 165 miles. Fares: 1st, 27 f. 90 c.; 2nd, 19 f. 80 c.; 3rd, 14 f. 50 c. Time (express), 8 hrs. 16 m.

GENEVA to BERNE. *Viâ* Lausanne. 98½ miles. Fares: 1st, 17 f. 30 c.; 2nd, 12 f. 35 c.; 3rd, 9 f. Time, 4 hrs. 38 m.

GENEVA to BRIEG. *Viâ* Lausanne, St. Maurice, Martigny, and Visp. 128½ miles. Fares: 1st, 25 f. 90 c.; 2nd, 17 f. 70 c.; 3rd, 12 f. 95 c. Time, 8 hrs. 43 m.

GENEVA to INTERLAKEN. *Viâ* Lausanne, Fribourg, Berne. 134 miles. Fares: 1st, 23 f. 45 c.; 2nd, 17 f. 35 c.; 3rd, from Berne, 3 f. 50 c.

GENEVA to LAUSANNE. 38 miles. Fares: 1st, 6 f. 35 c.; 2nd, 4 f. 50 c.; 3rd, 3 f. 20 c.

GENEVA to LUCERNE. *Viâ* Lausanne, Berne, and Lannau. 157½ miles. Fares: 28 f. 30 c.; 2nd, 19 f. 82 c.; 3rd, 14 f. 30 c.

GENEVA to NEUFCHATEL. *Viâ* Lausanne and Yverdon. 74½ miles. Fares: 1st, 14 f. 35 c.; 2nd, 10 f. 30 c.; 3rd, 7 f. 40 c.

GENEVA to VISP. *Viâ* Lausanne. Fares: 1st, 24 f. 70 c.; 2nd, 16 f. 90 c.; 3rd, 12 f. 35 c. Rail to Visp (French, *Viège*), thence *à pied*, or by mule to ZERMATT (*see* Zermatt, page 151, for route).

Digitized by Google

9. CHAMOUNIX.

(Also spelt *Chamouni.*) Hotels: *Hôtel Impérial* (good), *Royal* (good), *de Londres et d'Angleterre* (good), *du Mont Blanc* (good—charges much the same in each of these, viz., from 12 to 15 francs per day; pension less), *des Alpes* (good), *Couttet* (comfortable), *de l'Union, de France, de la Paix, Croix Blanche, Réunion des Amis.* Last four are third class. *Hotel and Pension Beau Site,* at the entrance to the village, Geneva side.

Pension in any of the good hotels from 7 francs a day, exclusive of wine. Much less in the third class, but the accommodation is very inferior.

Guides. Chamounix boasts of a *Société des Guides,* presided over by a Chef, to whom all applications and complaints are to be made. The bureau is near the church. The guides are employed in turn. (Members of Alpine clubs can select their own guides.) Landlords and waiters are forbidden to recommend any particular guide. TARIFF OF CHARGES can be obtained from the bureau. Ordinary excursions cost from 6 to 12 francs. On ordinary journeys the guide is bound to carry baggage, provisions, &c., up to 24 lb. For longer excursions, 14 lb. only. For glacier and mountain expeditions the guides are bound to provide ropes. These are often old and rotten, and should in all cases be inspected by the traveller. The rope of the English Alpine Club is the best. It is distinguished by a *red thread* running through it. For glacier expeditions guide also provides an axe.

Mules cost nearly as much as the guides. Chamounix mules are splendid animals, and marvellously sure-footed.

The "J. E. M." is on sale at *Paccard's* Magazin des Souvenirs.

IMPORTANT NOTICE.—Chamounix is in Haute Savoie, which belongs to France, visitors must therefore be careful in posting letters not to put on Swiss stamps, as is frequently done by people coming from Switzerland and having stamps of that country in their possession. All letters so stamped are kept back at the post office and returned to the writers.

THE VALLEY OF CHAMOUNIX

Is 16 miles long, and averages 1 mile in breadth. It runs from north-east to south-west, and is watered by the river Arve. Up to about 1740 it was little known to the outside world; in that year it was explored by two Englishmen, who published

Digitized by Google

the results of their experience. Later on came the great naturalist, De Saussure. Now it is annually visited by upwards of 20,000 foreigners, principally English and Americans. English Church Service is held in summer.

All sorts of curiosities, carved wood, photographs, &c., can be purchased. The shopkeepers are, for the most part, fair dealing. The boots sold in Chamounix, however, cannot be recommended.

Sights.

The grandest of all, the mighty mass of **Mont Blanc,** when the sun is setting. On a fine night it is a sight never to be forgotten. At the street corners large telescopes are posted, and people ascending the Mont Blanc can be watched the whole way up. The fact of any one having gained the summit is announced by the firing of cannon.

Collection of Pictures, Alpine and glacier scenery, by M. Loppé. Should not be missed. Gallery at back of *Hôtel Royal.* Open daily. Admission gratis (small *pourboire* to woman in charge).

Monument to Jacques Balmat. The first man to ascend Mont Blanc. Foot of church steps.

If you have only one day to spare, you may comfortably visit the **Montanvert, Mer de Glace,** and **Chapeau.** Some of the guide-books say the Flégère can be combined. It is nonsense; it cannot, unless you have the strength of a horse. During morning Montanvert route is in shade. In the afternoon the Flégère. To see the principal views two days, at least, should be spent; but owing to the wonderful beauty of the scenery, and the splendid, bracing air, Chamounix may well be selected for a prolonged stay.

For routes from Chamounix, *see* following pages.

Excursions and Ascents.

Mont Blanc (15,780), partly in Italy and partly in France—not a Swiss mountain, as many people suppose. During the last few years it has become the fashion amongst a certain class of people to speak disrespectfully and sneeringly of the ascent of Mont Blanc. This is, no doubt, due to the fact that it has become a popular mountain, and, being the great lion of Chamounix, it is more frequently ascended than other mountains of a similar height. The average number of people who make the ascent every year is forty, but, if fifty people per day went up, the mountain could never become vulgar; its majesty, its grandeur, its sublimity, its awfulness cannot be taken from it, and one feels thankful at the thought that no money-grubbing speculators can ever disfigure its sides with a railway, or desecrate its lonely summit with an hotel. It is, as it has been and ever will be, "The Monarch of the high Alps," and the ascent is as difficult now as it was when Jacques Balmat, of Chamounix, first trod its virgin snows in 1786.

The ascent may be made from three different starting-points. 1st, *from St. Gervaix.* 2nd, *Courmayeur.* 3rd, *Chamounix.* In either case the tariff is the same,

Digitized by Google

and the ascent cannot be done under £10. The guide's fee is 100 francs, porter's, 50 francs; then there are provisions and wine for two days, and other expenses. Inexperienced people require two guides and a porter. DRESS NECESSARY: Heavy boots with hobnails, and waterproof; snow gaiters, thick clothing, an overcoat or Scotch plaid (latter best); very warm fur or woollen gloves; a closely-fitting cap, with flaps to protect the ears, and blue or smoke-coloured spectacles. Alpenstock indispensable (ice axe if you know how to use it). From Chamounix the road crosses the river, and then winds up through pine forest for 2½ hours to **Pierre Pointue**, where there is a small auberge. This inn has recently changed hands, and we have had complaints about the charges. After leaving Pierre Pointue the road becomes very steep, being nothing more than a rough track over broken rocks.

In 1 hour **L'Echelle** is gained. This is a mass of rock at the edge of the glacier. Here a slight rest is taken while gaiters are adjusted. After leaving here there is about 10 minutes of a veritable *Via Mala*. A steep slope has to be crossed quickly and in single and unroped file, owing to falling rocks and stones, which have an unpleasant habit of bombarding one at certain hours of the day. When this risk has been passed you gain the glacier, and thread your way for about 20 minutes amongst a labyrinth of crevasses until a level part is reached, where usually the rope is attached, and the real work begins. From here you toil slowly upward. Jumping some crevasses, crossing others by means of frail snow bridges until (3 hours) the **Grands Mulets** is reached. This is a mass of rock rising up like an island in a tremendous billowy ocean of ice and snow. In the face of the rock a rough shielding of stone and boards has been built, and here a bed and refreshment can be obtained. The place is in charge of a woman. She goes up at the beginning of the season, and remains in that awful solitude for three months. Provisions and fuel are carried up every other day by porters. *The editor once spent a night here during a terrific hurricane and snow-storm. Sleep was impossible, owing to the intense cold, while all night long the roar of the ice avalanches was appalling.* The night is usually spent in the hut, and about 2 a.m. the next day the journey is continued by lantern-light *viâ* the Little Plateau to the Grand Plateau (12,900).

From this point the summit is gained by one of three different tracks, in from 3 to 4 hours. The view from the top is disappointing, owing to the great height and the haze that there is almost invariably in the atmosphere. However, it is something to say you have stood on the highest spot in Europe. The descent occupies from 6 to 7 hours.

Whatever may be said to the contrary, it must always be borne in mind that the climbing of Mont Blanc is attended by unavoidable risks, such as hidden crevasses, the falling of ice séracs, avalanches, &c. Crevasses are always a source of peril in glacier travelling, and the rope is therefore indispensable. In 1820 three guides were swept into a crevasse by an avalanche when near the summit. Dr. Forbes, the English geologist, predicted that in about forty years the movement of the glaciers would bring the bodies to light in Chamounix. Singularly enough, on the 12th of August, 1861, a guide discovered human remains in the orifice of a crevasse

Digitized by Google

in the Glacier des Bossons. These remains were fully identified as those of the lost guides. The flesh was all perfectly fresh and life-like, even the nails of the hands retaining a rosy tint. A leg of mutton which had fallen into the crevasse with the guides was also discovered. It was in a perfect state of preservation, but soon went bad on exposure to the air. Some of the people in the valley wanted to form a museum of the remains, but this was objected to by the friends, who insisted on Christian burial.

In 1864, while a party were descending, a young porter stupidly unroped himself, and attempted to cross an ice bridge spanning a crevasse. It gave way, and he suddenly disappeared. One of the guides volunteered to be lowered into the crevasse in search of the lost man. When several ropes had been tied together he was gradually lowered for 160 feet, and he still saw the awful blue walls going sheer down until they were lost in darkness. He was dragged up nearly frozen, and half dead with fright. The body of the lost porter has never been recovered.

In 1866, Sir George Young and his brothers, James and Albert, made the ascent without guides or porters. They were cautioned against the foolhardiness of the feat, but persisted in going. Their course was watched from Chamounix by telescope. They gained the summit, but in coming down they were observed to take the wrong way and suddenly disappear, and a few moments after reappear 2,000 feet below. They had fallen over an ice precipice. Presently two were seen to rise with great difficulty, but the third remained motionless. He was dead. Then, in dreadful distress and almost dead themselves, the two survivors began their awful descent towards the Grands Mulets in gathering darkness. Strong men in the streets of Chamounix shuddered and turned pale, and said that the two men on the mountain would never survive the night. A rescue-party was formed, and set off and found the survivors at the Grands Mulets. The elder brother, Sir George, then bravely returned towards the summit with the rescuers in search of his brother's body. Many hours having passed, and nothing having been seen of the party a second lot of volunteers started to succour the first. The suspense and agony were awful, for a thick fog had come down, and a second disaster was feared, and not until fourteen hours had passed was this suspense relieved, when the first party returned to the cabin with the body of the unfortunate young man, whose neck had been broken in the fearful fall. Singularly enough, the other two brothers were only slightly injured.

A few years ago an English lady—Miss Stratton—made the ascent in mid winter. She suffered terribly from the cold, being severely frost-bitten; but she gained a husband, for she fell in love with her guide and married him, and, as she was possessed of an ample fortune, we must presume that he was a lucky man.

Perhaps the most terrible tragedy that has thrown a shadow of sorrow over the "Monarch" was that which occurred in 1870. On September 5th of that year eleven persons started to make the ascent. There were three guides, five porters, a Scotch pastor of Gourick, and two American tourists, Messrs. Randall and Bean, of Baltimore. They passed the night at the Grands Mulets, and the following day continued the ascent, reaching the summit in splendid weather. When they

Digitized by Google

commenced the descent, however, a heavy cloud suddenly hid them from the watchers in Chamounix. Eight hours passed, and the clouds had thickened, and as no one had reached the Grands Mulets, the keeper of the cabin there (then a man) suspecting a calamity, despatched his assistant to the valley. A search party set out, and when they reached the cabin a terrific storm was raging. It lasted a week without ceasing, but at the end of that time the keeper of the cabin, with a number of guides, started on their search. Near the summit in the snow they found five bodies lying on their sides. A little further off five more bodies were found. From their peaceful attitude they had evidently been frozen to death. In the pocket of Mr. Bean the searchers discovered a note-book, in which were the following entries:—

"*Tuesday, Sept. 6th.*—I have ascended Mont Blanc with ten persons—eight guides, and Mr. Corkindale and Mr. Randall. We reached the summit at half-past two. Immediately after quitting it, we were enveloped in clouds of snow. We passed the night in a grotto hollowed in the snow, which afforded but poor shelter, and I was ill all night.

"*Sept. 7th, Morning.*—The cold is excessive. The snow falls heavily, and without interruption. The guides take no rest.

"*Evening.*—My dear Hessie, we have been two days on Mont Blanc in the midst of a terrible hurricane of snow; we have lost our way, and are in a hole scooped in the snow at an altitude of 15,000 feet. I have no longer any hope of descending."

A little further on this touching paragraph was added:—

"Perhaps this note-book will be found and sent to you. We have nothing to eat; my feet are already frozen, and I am exhausted. I have strength to write only a few words more. I have left means for C's education; I know you will employ them wisely. I die with faith in God, and with loving thoughts of you. Farewell to all. We shall meet again in Heaven. I think of you always."

Nothing in the whole range of ghastly dramas that have been enacted in the Alps can rival this one in grim horror and heart-moving pathos.

The eleventh body was never recovered. It was that of a porter, and it is supposed he fell into a crevasse. Mr. Bean and the Rev. G. McCorkindale are buried in the churchyard of Chamounix. The grave is much neglected, and almost entirely hidden by trees and weeds.

The last catastrophe occurred, we believe, in August, 1877. Thus the "Diadem of Snow" which crowns the hoary head of the "Monarch" may be said to be encrimsoned with the blood of the victims he has claimed as tribute for the invasion of his weird and awful solitudes.

The Montanvert and Jardin. To the Montanvert, 3 hours; mules can go the whole way. There is a good hotel at the Montanvert, and two or three days may well be spent there. Magnificent view of the Mer de Glace (Sea of Ice). To the Jardin and back is 10 hours from this point. A good guide necessary. One for every two persons who are unused to glacier work. The way is up the **Mer de Glace** for 3 hours. Then 1½ hour of stiff work up the steep moraine of the **Glacier de Talèfre**, and an hour crossing the glacier itself, when the Jardin is reached. It is a rocky islet, as it were, in the stern region of ice and snow. On this rock flowers flourish, and

Digitized by Google

a splendid spring of water bubbles up. The surroundings are magnificent beyond description. The excursion is fatiguing, but may safely be undertaken by ladies who are good walkers, but each lady should have a guide to herself. Boots with plenty of nails imperatively necessary. Any fatigue that is endured is well repaid by the wonderful panorama of snow, and glacier, and shattered peaks. It is one of the grandest excursions in the Alps.

From Montanvert a magnificent view is obtained of the **Aiguille du Dru** (12,517); to the left of it, Aiguille du Bochard (8,766); to the right, **Aiguille Verte** (13,540) and the **Aiguille du Moine** (11,214).

Montanvert to the Chapeau, including the Mauvais Pas. Guide desirable. Cross the Mer de Glace in a direct line from the Montanvert, then over the lateral moraine to the Chapeau (5,032) (*see* illustration). Auberge here. The Mauvais Pas is a passage hewn in the face of the precipice, but rendered perfectly safe by iron rods secured to the rocks. Splendid view, and recommended to ladies. **The Aiguilles de Charmoz** (11,293), and **Aiguilles de Blaitière** (11,591), tower up in lonely majesty. Panorama of the **Glacier des Bois** and the Valley of Chamouny below. The return can be made by the source of the Arveyron, which issues from a cavern in the ice. With this excursion, that to the **Flégère** may be combined by people who are very strong and can stand plenty of fatigue. Those who wish to avoid the high charges at the auberge of the Mauvais Pas should descend till they reach the new *Hôtel de Mauvais*, which is small but comfortable, and reasonable. It is kept by three hard-working brothers, who deserve support.

The Flégère (5 hrs.). Ascent, 3 hours; descent, 2 hours. Mule-track all the way. Auberge. Flégère is a buttress of the **Aiguille de la Floria** (9,705), one of the loftiest peaks of the **Aiguilles Rouges** (Red Needles). View—entire chain of Mont Blanc. Inn on Col de Balme (to the left) visible. The view, if possible, should be seen when the sun is setting.

The Brevent (8,284). More difficult, but glorious panorama. Guide not necessary, except for totally inexperienced. Affords nearly the same, but more extended, view than that from the Flégère. Mont Blanc seen from summit to base in all his majesty. The new bridle-path commences behind the church; ascends in numerous windings through pine forests, then over stone slopes to **Planpraz.** Poor inn,—milk, mineral waters, and wine obtainable. From the inn, the way is to the left now practicable for mules from this point. Then a climb through the *Cheminée*, rendered safe by rods. Half an hour over snow to the summit. On a clear day Lac de Genève discernible. Time, 6½ hrs.

Cascade des Pélerins. Easy and pretty excursion. Guide not necessary. Take the high road to the village of Bossons for half an hour; cross the Arve by a primitive bridge to the foot of the glacier. The fall is about 150 feet. Time, 1½ hour.

To the Gorge de la Diozaz. On foot, 4 hours there and back. Carriage and pair of horses, 12 francs. Admission to the Gorge, 1 franc. This is an excursion that should not be missed. A wooden gallery, look-

Digitized by Google



THE CHAPEAU.

Digitized by Google

Digitized by Google

ing very flimsy and airy, but which is, nevertheless, perfectly safe, is fixed to the rocky wall of the Gorge, and enables the visitor to traverse it for half an hour to the *Cascade de Soufflet*, which is a singularly weird and striking scene. At the entrance to the Gorge is the unpretending *Hôtel de la Univers*. Modest fare, but exceedingly clean and reasonable. From the hotel there is a magnificent view of the stupendous precipices of the limestone range called the *Chaîne des Fées*.

To the Bel Achat (3 hours). Magnificent view. Fair-dealing inn on the top.

To the Pavillon de la Pierre Pointue (*see* description of ascent of Mont Blanc). Mule-track all the way. View magnificent. Should not be missed. Mont Blanc, Dôme du Goûté, Aiguille du Goûté, apparently close to, on the left. The excursion can be prolonged to the Pierre à l'Echelle (7,910) (the stone of the ladder). Guide not necessary, but caution should be exercised, as the path is rough and steep. From the Pavillon an ascent of the **Aiguille de la Tour** can also be made. Guide. Time, about 1 hour. Splendid view of the glaciers and ice séracs, and loftiest peak of The Monarch. From **Pointue** return (with guide) can be made by **Plan de l'Aiguille** (1½ hour) down grassy slopes and the moraine of the Glacier des Pélerins. View of the Bernese Oberland and mountains of Dauphiné. Descent thence by **Chalets sur le Rocher** to Chamouny (time, 2 hours).

From Chamounix to Courmayeur over the Col du Géant. Glacier Pass difficult and fatiguing. Guide imperative, with rope and axe, 40 francs. Once considered highest pass in Alps (11,030). Grand and interesting, but should not be attempted by inexperienced. Time, about 16 hours. Three Englishmen lost their lives on this pass, in 1861, by neglecting use of the rope (terrible source of fatal accidents).

Col de Triolet to Courmayeur (12,162). Very difficult, but grand.

From Chamounix to Orsières, over Col d'Argentière (11,555). Time, 20 hours. This is extremely difficult and hazardous.

Chamounix to Sixt by the Col du Brevent and the Col d'Anterne. Time, about 10 hours. Mule, 18 francs, including return-fee. Road is from west of village past the church. Guide unnecessary in fine weather.

Sixt (2,483). Fair hotel. Often crowded in season. Neighbourhood beautiful, and remarkable for numerous waterfalls—insignificant in very dry seasons. 3 hours from Sixt is a vault of snow 100 yards long, containing a waterfall. Curious and interesting. 4¼ miles below Sixt is—

Samoëns (2,293), in Valley of Giffre. *Hôtel de la Croix d'Or*. This place is beautifully situated, and is noted for its fine air and luxuriant vegetation. There is a route from Samoëns to **Champéry** in Val d'Illier Valais, by **Col de Golèze** or **Col de Coux**. Both interesting. Mule-path all the way. Also by Col de Jourplaine (6,683) to **Morzine** (4 hours). Thence descend Valley of Dranse to **Thonon**, on Lake of Geneva. Or, if preferred, omnibus from Samoëns (once daily—7 hours—for 4 francs), *viâ* Tanninges and St. Jeoire to Geneva.

Chamounix to Sixt by Argentière and Mont Buet. Guide. Time, 12 hours. Fee, 23 francs, inclusive. Tête Noire

Digitized by Google

route followed for 1 hour from Argentière to Bérard Valley; 3 hours up to Chalet de la Pierre à Bérard. Night spent here. Start early in morning for summit. Loose stones and snow; 3½ hours to top. Wonderful view. Mont Blanc range, Monte Rosa, Matterhorn, Jungfrau, Dent du Midi, and Jura Range. Descent, 3 hours, by Col Léchaud to Chalets des Fonds, thence to Sixt in 1½ hour. Ladies who are good walkers may undertake this excursion.

10. TOUR DU MONT BLANC.

Three days' easy walk to Courmayeur. 4th, drive to Aosta, 24 miles. Splendid excursion. Guide desirable to Courmayeur. Fee, 2 days, 20 francs; 3 days, 24 francs, with 18 fr. for return-fee. Choice of routes from Aosta. 1st, to Martigny in Rhône Valley, over Great St. Bernhard. 2nd, drive to Châtillon, and walk over Col de St. Théodule to Zermatt (*see* Zermatt, page 151).

On leaving Chamounix the road is followed towards Geneva for 3¾ miles; it is then left and the **Nant de la Gria** crossed until Les Ouches is reached. From here take the path that runs by the brook, and ascend for 2 hours to Pavillon de Bellevue (5,947). Magnificent prospect. Path now descends to **Bionnassay.** Take road to left and reach **Champel.** Path to left, by fountain, descends ¼ of an hour to **La Villette;** then to right by fountain and join carriage-road from St. Gervais. Les Contamines in 1 hour (6 from Chamouny). Road now traverses the Montjoie Valley—river Bon-Nant. Two good hotels at **Les Contamines.**

Mont Joli (8,373) can be ascended from here in 4 hours. Guide, 6 francs. Magnificent view from summit. Refreshment châlet ¾ hour below summit. Road now winds down to **Pontet.** At church of Notre Dame de la Gorge, valley closes in. Bridle-path now on left crosses gorge of Bon-Nant, and reaches châlets of **Nant-Borrant** (4,780). Auberge. This is 5 hours' walk from St. Gervaix, where there are mineral baths (*see* page 121). Cross bridge to left, and go through pastures by rough track. End of **Glacier de Trelatête** comes in view.

From Nant-Borrant ascent of **Col de la Seigne** (9,204). Time, 7 hours; fatiguing. Guide, 30. f. Also, over Col de Trelatête (11,000) to Glacier de l'Allée Blanche and Combal Lake. Splendid excursion, but difficult and not without danger. Two guides necessary (obtainable at Nant-Borrant), 60 francs. **Chalet à la Balme** next (5,627). Auberge. Situated at head of Montjoie Valley. Guide quite necessary from here onwards to summit of pass, especially in bad weather. There is a choice of three routes. By Col de Bonhomme, 8 francs; Col des Fours, 8 francs; Chapiu, 10 francs; Mottet, 12 francs. A slightly higher fee is charged if guide is unable to return home same day. Mule can be had at Nant-Borrant for Col de Bonhomme for 5 francs. If Bonhomme is chosen, path ascends steep and desolate slopes to **Plan de Mont-Jovet.** Waterfall and chalets. Next, **Plan des Dames** (6,543). Violent storms are frequent here. Tradition has it that in one of these several ladies perished (hence the name), and a heap of stones marks the

Digitized by Google

spot where they met their death. Path still ascends in windings to the right; then reaches a saddle. The guides, in order to get back soon, often tell their employers that this is the summit. It is not, insist on their going on. Two rocks, **Rocher du Bonhomme** (10,138), and **Rocher de la Bonne-femme** (9,908), rise up in solitary grandeur. From here the tourist gazes down into the Valley of the Gitte. Path goes down to La Gitte (2 hours), convenient if you are bound for the Tarentaise. Beyond the rocks road still ascends to true summit (8,153). View of mountains of Tarentaise.

Tarentaise. By taking path mentioned above, and reaching **Albertville** (*see* page 117), high road to Geneva may be gained. Albertville is a railway station on the line from Geneva to Mont Cenis. To Geneva in 4½ hours.

Two routes offer for descent into valley. To the left (the shorter one) ascent continued for ½ hour to **Col des Tours** (8,892), then descend to Mottet, 2 hours. Snow lies on the col all the year round. Sometimes path obliterated by fresh falls. If path going straight down from Col du Bonhomme is selected,

Chapiu (4,951) is gained in 2 hours. Two hotels. This is a village in the Val de Glaciers, and is 2 hours lower down the valley than Mottet.

From here there is a route to **Bourg St. Maurice** (3 hours) (*see* page 140), thence over the Little St. Bernhard to Pré St. Didier, 3 hours more. Interesting.

Mottet (6,227) is a small village commanding beautiful views. From here **Col de la Peigne** (8,307) may be ascended. At summit, frontier of Italy and France. Magnificent view of the **Allée Blanche.** The great naturalist De Saussure, speaks of Mont Blanc as seen from this spot as resembling an artichoke surrounded with its leaves.—The German geographer, Ritter, says "the view is unsurpassed in the Alps." The view is certainly wonderfully grand and imposing, and should be seen by all who can possibly spare the time and means, but we are not disposed to admit that it is the finest in the Alps. The panorama comprises the Aiguilles des Glaciers (12,580) to the immediate left, and the Aiguilles de Trelatête (12,900). Looking towards the **Miage Glacier** the white dome of the Monarch is seen, together with his buttresses of Mont du Brouillard and Mont Rouge. Farther still is the lonely Aiguille du Penteret. In the dim distance are the **Aiguille du Géant*** and the **Grands Jorasses.** Looking towards the Col de Ferret the Grand Combin, and Mont Velan, and other peaks of the Great St. Bernhard, are discernible. To the south, the Allée Blanche is flanked by a great mountain chain, and far below, at one's feet, is the Lac de Combal. To the west are the Tarentaise Mountains, but the eastern half of the panorama is the most imposing.

Having drunk your fill of the marvellous scene, proceed onwards a little, and commence to descend the path, which at first goes down over snow and débris. In half an hour the chalets de l'Allée Blanche will be reached. After a level

* On July 29th, 1882, this mountain was scaled for the first time by a member of the French Alpine Club, who, starting from Val Tournanche, succeeded after much difficulty in reaching the summit.

Digitized by Google

walk for some distance, you will see the Glacier de l'Estelette, and the massive Glacier de l'Allée Blanche on the left. Then turn the hill to the right, cross a stream by a bridge, and you will come to level ground again. This was formerly under water. At the end of this level stretch (about 1 hour) is the **Lac de Combal** (5,776). This lake is conspicuous for the greenness of its water. To the north of it is the stupendous moraine of the Glacier de Miage. At the end of the lake is a sluice (quarter of an hour's walk); here the path crosses the **Doire,** which rises in the lake, and goes down the side of a moraine. This part of the journey is wild and rugged. An hour's walking and you again cross the Doire, where the valley opens and is called Val Veni. Passing the Cantine de l'Avizaille, descend through woods and pastures to a lead-smelting house. The lead comes from mines at the head of the Miage Glacier. Silver is also found in considerable quantities. On your left you will observe the **Glacier de la Brenva.** It is said that at one time this glacier entirely filled the valley, and has only receded to its present limits within the last 120 years. Half an hour's walking (following the path) and the wood is left behind. The Aiguille du Penteret, with Mont Blanc overtopping it, on the left, and on the right the pavilion on the Mont Fréty, can be observed. Mont Fréty is on the road to the Col du Géant (*see* Chamounix to Courmayeur by Col du Géant). A little further on you will reach a church—Notre Dame de Guérison—and there the path turns sharply round the projecting rocks, and reveals a view of the village of **Entrèves,** which stands at the entrance to the Val Ferret. Proceed downwards to the river (Doire), which is here wedded to the Doire du Val Ferret, and is now known as the **Dora Baltea.** In half an hour you will arrive at some baths,—La Saxe—then cross the Dora, pass the *Hôtel du Mont Blanc*, and in a few minutes more Courmayeur is reached. This journey involves at least 24 hours' walking, therefore the traveller should select one of the places mentioned on the route for his resting-place. Good walkers may reach Mottet (14 hours from Chamounix) in one day, and next proceed leisurely to Courmayeur. If 14 hours is considered too much, it will be better to spend the night at Contamines (6 hours). The next day on to Mottet (7½ hours); third day, Courmayeur (6 hours). Ladies could go on mules the whole distance, but 3 days in the saddle would be fatiguing. Good mountaineers can dispense with the services of a guide altogether, but the inexperienced should certainly take one with them as far as the head of the col.

Chamounix to Martigny, by Tête-Noire.

Time, 9 hours. Carriage-road, but not always safe. Fee for carriage and pair, one person, 50 francs; 10 francs each additional person. To Tour, 9 to 15 francs; to Châtelard, 30 to 40 francs. View from Col de Balme may be combined. Guide, 3 francs extra. Travellers coming from Martigny to Chamounix should

Digitized by Google

select Col de Balme. View grander than Tête-Noire (6,591). It is a peak of the range which ends in CROIX DE FER.

NOTE.—At VERNAYAZ, a small carriage to hold one can be obtained for Chamounix for 30 francs, or to hold two persons for 40 francs. These carriages are not allowed to be used *from* Chamounix to Le Châtelard, but from the latter place they can be taken on to Vernayaz. Fare, 20 to 25 francs. Good walkers going to Vernayaz should telegraph for a carriage to meet them at Châtelard, and walk as far as this village, sending luggage on through the Bureau de Voitures.

The route is by Des Praz, then Les Tines (starting-place for Chapeau), then—

ARGENTIÈRE. *Hôtel de la Couronne, Hôtel Bellevue.* This village is magnificently situated opposite the truly grand glacier of the same name, and it has the advantage of being quieter than Chamounix. It is, however, much exposed to the sun. An excursion can be made from here to the *Pavilion du Lognon* (6,563), on the edge of the glacier. Sleeping accommodation provided. It is the starting-point for many mountain excursions; also for excursions on to the glacier, which above the *séracs* is very flat and can be easily traversed. A guide should be obtained and an excursion made to the Jardin (not the Chamounix Jardin) under Mont Solent. Time, 3½ hours. From Argentière a splendid new road has been constructed to the Swiss frontier. It rises rapidly, and commands splendid views of the Aiguille Dru and the massive white dome of the Aiguille Verte. When we reach level ground we see the Glacier la Tour on the right. The retrospect from here is wonderfully grand, the great chain of Mont Blanc being seen to perfection. In a little while the road winds, Mont Blanc disappears, but we still see the Aiguilles de Charmoz, de Blaitière, du Dru, and Verte. We pass now into a stern, rocky wilderness, which is swept by tremendous avalanches in winter and spring. Descending this valley of desolation, we note on the left a rocky gorge, at the head of which is the splendid white Mont Buet, and scattered over the hillside are the chalets of Valorcine. A digression can be made from here to the splendid CASCADE À BERARD. 1½ hours required to go and return. The road now descends by a very steep and rocky way. It then crosses the river by a wooden bridge, and we come in sight, on the left, of the lower fall of the Barberine. At the Church of Valorcines the carriage should be sent on to Châtelard and a man engaged to show the way to the upper fall of the Barberine (called the CASCADE DE BARBERINE). The man's fee is 1½ francs. Time, 1 hour. The route is through some fields to the left, then through pine-

Digitized by Google

woods, and over a rocky way to a wilderness, where a view of the fall is gained. A small wooden platform is built over the rocks. An enormous volume of water plunges over a precipice and springs sheer for 300 feet into a profound gorge. This fall, especially after heavy rain, is one of the grandest sights in Switzerland, and when the sun shines on the spray the prismatic effects are marvellously beautiful. We regain the road by the *Hôtel de Barberine* (closed at present) and walk on to Châtelard. ½ hour. Hotel: *Suisse au Châtelard* (fair); a few minutes farther on is *Hôtel Royal du Châtelard.* This is the half-way house, and is on the frontier between Switzerland and Savoy. There is a douane, and luggage is sometimes examined. The road to the left is to Vernayaz (for route *see* page 138). Continuing our journey to Martigny, we keep to the right, pass under a rough archway built of slates, and descend, great care being required in driving. The scenery becomes very imposing. The gorge grows narrower and more sombre. On the left is a fine cascade, and retrospect is wonderful. We rise again, pass through a tunnel on the edge of tremendous precipices, and gain the *Hôtel de la Tête-Noire.* Halt for dinner. The village on the height, to the left across the gorge, is FINHAUT.

On leaving the hotel, the road is bad, and nervous people should walk for ten minutes. In twenty minutes we reach—

TRIENT. *Hôtel des Alpes.* This village is grandly situated. Looking up the valley the great Glacier de Trient is visible. On the right is a gorge up which a path leads to the Col de Balme. On the left the road will be seen winding up to the Col de la Forclaz. It is a great pull for the horses from here to the summit of the Col, and passengers should walk. There is a short cut, but it is very steep. An hour is required to reach the summit, where there is an auberge. We now descend rapidly by short zigzags, and in half an hour get a wonderful panorama of the Rhone Valley, Martigny being at our feet. The great valley opening on the right is the route to the great St. Bernhard. The descent occupies 2½ hours.

MARTIGNY (*see* page 111).

CHAMOUNIX TO MARTIGNY BY COL DE BALME.

Carriage-road as far as Tour. Thence mule-path to Trient; carriage-road from there to Martigny. A mule with a man for the whole journey, which occupies about 10 hours, costs 24

Digitized by Google

francs. If taken to Tête-Noire, an additional 3 francs is charged. Guide (not necessary, except in bad weather), 12 francs.

The route as far as Argentière is described in preceding pages. Soon after passing Argentière, the road branches. The right or lower one is taken, the Arve is crossed, then the Buisme, and in half a mile more we reach—

TOUR—glacier of same name on right. Keeping the Arve on the left, we ascend, and in about two hours gain the summit of the—

COL DE BALME (7,231). Auberge. The view from here is magnificent; it embraces Mont Blanc, Aiguilles Verte, du Dru, de Charmoz, du Midi, du Tour. The valley of Chamounix, with the long range of the Aiguilles Rouges on the right, is surveyed as far as the Col de Voza. Turning towards the north, we see the mountains of the Valais; the peaks of the Gemmi; the Finsteraarhorn, the Grimsel, and the Furka passes. Fifteen minutes from the hotel is a higher eminence, at the base of the Aiguille de Balme. It is marked by a white boundary-stone. The view from here is much finer, as it commands all the Bernese mountains.

Ascent from this Point.

The Aiguille de Balme (7,677), also called Croix de Fer. About three hours are required to reach the summit and get back. Guide indispensable. Fee, 7 frs. View is wonderful. There is a cross erected in memory of Escher Von Berg, who, in attempting the ascent alone, was killed.

Cross Route from Col de Balme.

To Tête-Noire. 3 hours. Guide not necessary, unless weather is doubtful. The path begins by the boundary-stone. We follow it for 15 minutes and bear north, till some chalets come in sight. The route crosses a stream and descends to the left, and in 25 minutes we come to some more chalets. The path running to left from here must be avoided. In another 15 minutes we gain some more houses, and get into a well-beaten track, and in about ¾ of an hour reach the hotel on the Tête-Noire.

Continuing journey, the route is level for a little way. We pass a group of chalets called Zerbazière and gain the Magnin Forest. Thence there is a steep descent by zigzags. We cross the brook called Nant-Noir, go through some fields, and gain the COL DE LA FORCLAZ (*see* preceding page).

NOTE.—The Glacier de Trient can be reached from the Col in 1½ hours. There is a well-kept path all the way. A guide is not necessary.

Digitized by Google

The road from the Col to Martigny has already been described in preceding route.

Le Châtelard to Vernayaz.

Time, 3 to 4 hours. We zigzag up to the left from hotel for 40 minutes till we reach a cross. We here turn to right and keep on level ground. Fine views of valleys of Eau-Noire and Trient. Glacier de Trient on right. We next come to—

FINHAUT (4,072). Pensions: *Bel-Oiseau; Restaurant du Mont Blanc.*

NOTE.—There is a path from here to Tête-Noire Hotel, but it is not easily found. A boy should be engaged as a guide. Fee, 1 franc. Time, about three-quarters of an hour.

From Finhaut we rise for half an hour, pass a cantine, and drop down by windings; pass the village of Triquent, and reach the GORGES DU TRIÈGE (auberge). There are some fine falls in this ravine. Admission, 1 franc. We rise again, and then descend to—

SALVAN. Hotels: *Pension des Gorges du Triège; Union.*

Excursion from Salvan.

CASCADE DU DALLEY, on the Salanfe. Time, 1 hour, by the village of Les Granges. This is the same river that forms the Pissevache (*see* page 106) in Rhone Valley.

Ascent from Salvan.

THE LUISIN (9,200). 6½ hours. Guide, about 10 francs. Magnificent view of mountains of Bernese Oberland, Valais, and Savoie.

Continuing our journey, we pass through chestnut-woods, drop down by steep windings, and in one hour reach—

VERNAYAZ (*see* page 14). Railway station in Rhone valley.

Rail direct to Geneva, and to Brigue at the foot of the Simplon.

Digitized by Google

11. COURMAYEUR.

(3,986.) Hotels : *Angelo* and *Royal* (both good, but dear), *Union* and *Mont Blanc* (similar charges). There is a Society of Guides here, as in Chamounix. Situated at the head of Aosta Valley, amidst most beautiful surroundings. Great resort of Italians, who come for sake of mineral springs. Vegetation very rich. Temperature higher than Chamounix.

Excursions and Ascents.

To Val Ferret, beyond Entrèves, 2 hours. Splendid view of Mont Blanc.

To Hamlet of Dollone (opposite Courmayeur) at base of Mont Chétif. Magnificent view of Jorasses' precipices and glaciers.

The Cramont (9,059). Not for ladies, too difficult. Time, 5 hours. Guide, 6 francs. Splendid view.

The Mont de Saxe (7,340). Ascent, 3 hours. Guide, 6 francs (not absolutely necessary). Ladies may undertake it. Beautiful view of east side of the Monarch, Col du Géant, and Jorasses.

Ascent of **Mont Blanc** can be made from Courmayeur. More difficult, however, than from Chamouny.

From Courmayeur to Martigny by Col de Ferret. Time, 15 hours. Guide desirable. Fee, 15 francs. Fatiguing.

Courmayeur to Aosta. Distance, 24 miles. Carriage-road. Old road preferable for pedestrians as views are finer. At village of **Pré-St.-Didier** (two inns, poor) are hot springs. Little St. Bernard road diverges from here to S.W. Below village, road crosses to left bank of Doire. Fine back view of Mont Blanc, visible now to Avise. Next village **Morgex.** Pyramidal mountain of Grivola. On left, Château of Chalant, and beyond La Salle. Ruined castle here. After passing Avise, Mont Blanc disappears. Road now runs through a ravine. Mont Emilius comes in view and Liverogne is passed. Church of St. Nicolas on a steep rock. After crossing Savaranche, Château and Church of Introd seen. They stand at junction of the Val de Rhêmes and the Val Savaranche. Next village, **Villeneuve.** Ruined castle of Argent, on high rock. Road ascends, and soon splendid view of Mont Ruitor (three peaks), the Grivola, and Trago Glacier. Next **St. Pierre.** Church and old castle on a peak. Château Aimaville little further on. A broad valley now traversed. Cretinism very prevalent.

Courmayeur to Bourg St. Maurice by the Little

Digitized by Google

St. Bernard Pass. Good carriage-road now all the way. Historically interesting route, as it was by this Pass that Hannibal crossed with his troops from Italy to France. Between La Balme and La Juille, which was abandoned owing to avalanches, is what is known as the *Ravine*, and here Hannibal was detained 3 days, owing to immense accumulations of snow. Soon after leaving **Pont Serrant** village a column is passed, known as the "Column of Jupiter" (Colonne de Joux). It is marble, 24 feet in height. Close by are stones said to mark site of Hannibal's camp. Summit of Pass next reached (7,000). *Hospice*, branch of Great St. Bernhard. It is said that 12,000 persons pass this Hospice every year. Two hours and a half from the summit is **St. Germain** village. Rapid descent now to

Bourg St. Maurice. Hotel: *des Voyageurs.* This is a small town on the Isère. A daily diligence runs in 4½ hours to **Moutiers** (*see* page 117), where there are some salt-works. Thence to **Chamousset** (*see* page 117) by **Albertville** (*see* page 117) in 6 hours. Here there is a railway station on the line from Geneva to Mont Cenis by **Chambéry** (*see* page 116). Chamousset (by rail) to Chambéry, 1 hour. To Geneva about 5 hours.

Bourg St. Maurice to Chapiu (*see* page 133).

Digitized by Google

12. AOSTA.

24 miles from Courmayeur. Good carriage-road all the way. One-horse carriage, 18 francs; two-horse, 30 francs. Return vehicles can often be got cheaper (make a bargain). There is a diligence runs between the two places in the season; time, 5½ hours. Fare, 5 francs; coupé, 6 francs.

Hotels: *Hôtel du Mont Blanc*, on the Courmayeur road, ½ mile from post-office. Dinner, 4 francs; attendance, 1 franc. Price for rooms varies. The *Couronne*, in the Place Charles Albert, is a fair hotel, and less expensive. It is conveniently situated, too, for diligence travellers. Opposite this house is a reading-room, provided with English papers. No charge is made to travellers. There is also a restaurant, called *Zimmerman's*, where good beer is to be obtained. Also the *Hôtel de Ville*.

One-horse carriage to Châtillon, 15 francs; two-horse, 25 francs.

AOSTA—Augusta Prætoria of the Romans—is beautifully situated under shadow of Mont Blanc, Matterhorn, and Monte Rosa. Population, about 8,000.

Excursions and Ascents from Aosta.

To the City Walls, very ancient and flanked with towers. Notice the massive gateway and triumphal arch, composed of tremendous blocks of stone, and ornamented with columns. There are the arch of a bridge and ruins of a Basilica (both Roman). These can be inspected in half an hour. They lie to the east of the principal street. There is a modern cathedral, with curious portal and some frescoes, and the "Last Supper" in painted terra cotta. The Church of **St. Ours** will also repay a visit. It contains some carved choir-stalls; and adjoining the church are cloisters with marble columns (early Romanesque). Near the city gate is a ruined fort called *Bramafam* — meaning the "cry of hunger." Tradition says that in the 11th century the Count René de Chalans, who was jealous of his wife, imprisoned her in this fort, and slowly starved her to death. Hence the name. A few yards further is the Tower of the Leper. The natives of the valley say it is haunted. It is the scene of a French story called "*Le Lepreux.*" In the street of the Hôtel de Ville is a stone

Digitized by Google

cross. It commemorates a vain attempt of Calvin to proselytise the inhabitants.

Ascent of the Becca di Nona (10,384). View magnificent; embraces Monte Rosa and Mont Blanc chains. Graian Alps, including Mont Grivola (13,005), Grand Paradis (13,271), and Mont Emilius (11,667). Guide necessary. Fee, 8 francs. A guide is not always available in Aosta, but your landlord will be able to get you one from a neighbouring village. The ascent of **Mont Emilius** may be made from Aosta by good climbers; route is towards the Becca di Nona for a considerable distance. The latter excursion is practicable for ladies who are good walkers. Part of journey can be done on mules.

From Aosta to Châtillon and over the St. Théodule Pass to Zermatt. Carriage to Châtillon, 15 miles, or by diligence. A new carriage-road is also now open through the Tournanche valley. Val Tournanche can be reached in 4 hours on foot from Châtillon. Get guide here to cross the Col de St. Théodule (Matter Joch), 9½ hours to Zermatt. Practicable and safe for ladies, but an early start should be made, so as to cross the glacier before the sun has softened the snow. Magnificent views of Monte Rosa, Matterhorn, Dent Blanche, Dom, Breithorn, and a vast array of glaciers.

From Aosta to Evolena by Col de Colon, or Col des Bouquetins. Both very grand, but extremely difficult. Two good guides required. Fee, 40 francs. Time, about 12 hours.

From Aosta to Val de Bagne by Col de Fenêtre or Col de Crête Sèche. Splendid excursion, but difficult. Good guides required.

Aosta to Cogne by Val de Cogne. Time, 7 hours. Bridle-path for mules. Provisions should be taken. Splendid views.

To Cogne by the Col de Garin. Time, 9 hours. Guide necessary. Ascent of Becca de Nona can be combined. In that case, 15 hours at least will be required, and an ample supply of provisions must be carried. Very fine excursion.

To Martigny by the **Col de Fenêtre, Val de Bagne** (*see* Route 26, page 174).

Digitized by Google

13. COGNE.

A primitive hamlet in the Graian Alps. The district is wild and grand in the extreme, but lies out of the beaten track of tourists. There are no carriage-roads, but good bridle-paths Capital centre for ascents of the Graian Alps, which include Grivola (13,005), Grand Paradis (13,271), Rossa Viva (11,951), the Tour du Grand St. Pierre (12,032), Punta di Lavina (10,837), Mont Emilius (11,667), and Becca di Nona (10,384). These are all on the east side. On the west side the Tarentaise Alps, chief being Mont Pourri (12,421), Grand Casse (12,782), and Dent Parassée (12,136). In the central region the Ruitor (11,480), Aiguille de la Sassière (12,322), Becca d'Invergnuon (12,000), Ste. Hélène (11,831).

Cogne possesses two fair inns, *Hôtel Grivola* and *Hôtel Royal*. Pension, about 6 francs a day. It is the chief village in the valley, and accommodation in other parts of the district must be obtained at the houses of the Curés. The late king Victor Emmanuel was passionately fond of hunting in the Graian Alps, about Cogne. It is the only region where the wild mountain goat (steinbock) still lingers. Good guides in the village.

Excursions and Ascents from Cogne.

Pointe de Pousset (10,746). Time, 6 hours. Guide, 6 francs. Mule, 12 francs. Ascent easy. Ladies can undertake it. View magnificent.

Ascent of Grivola; for good mountaineers only. Up, 9 hours. Down, 6 hours. Two guides, 25 francs each. Steep ice slopes have to be crossed, and rocks much exposed to showers of falling stones. Caution required. View grand.

To Combe de Valnontey as far as Chalets of Monei. Time, 3½ hours. Splendid view of Grand Paradis and glaciers, Plan de la Tribulation, Glacier de Grancrou.

Two very difficult glacier passes lead to **Ceresole**—an Italian village, with splendid waterfall and mineral springs—by the **Col de Grancrou** or **Col Tuckett** (10,033), which lie between Grand Paradis and Rossa Viva, and **Col de Monei** (11,316), between Rossa Viva and Tour du Grand St. Pierre. Two able guides required. Fee, 15 francs each and return.

To Fort Bard by Fenêtre de Cogne. Time, 11½ hours. Not difficult, but guide desirable.

Digitized by Google

Splendid scenery. Bard is on the road that leads from Aosta to **Ivrea.** No accommodation.

To Val Savaranche by Col de Lauzon, or Col de la Combe de Cogne. 9½ hours. Guide, 10 francs. Magnificent route. Ladies may undertake it. Bridle-path all the way. Make a bargain for mules —14 or 15 francs for mule and man fair payment.

Two other passes lead from Cogne to Savaranche, viz.:—**Col de l'Herbetet** (10,007), and **Col de Mesoncles,** to the north of the Grivola. Both are fatiguing.

VAL SAVARANCHE.

(4,950.) Small auberge, called *Cantine de Nivolet.* Good accommodation at Curé's. A pleasantly-situated hamlet, and a good starting-point for excursions.

Excursions and Ascents from Val Savaranche.

To Notre Dame de Rhêmes by Col d'Entrelavi (7,380). Time, 6 hours. Guide, 6 francs. Beautiful excursion. Notre Dame De Rhêmes is a small village in the Val de Rhêmes. No accommodation except at the Curé's. The upper part of this valley is well worth a visit, being shut in by stupendous glaciers.

To Villeneuve from Notre Dame. Time, 6 hours.

NOTE.—There is a route from **Notre Dame de Rhêmes to Val Grisanche and Liverogne, by the Col de la Fenestra.** Time, 7 hours. Guide, 8 francs. The ascent to the summit of the pass is exceedingly fatiguing. The Col lies between **Peau de Peri** on the right and **Becca de Tei** on the left. From the top of the pass we get a view of the **Ormelune,** and the **Ruitor** immediately in front, and below is the **Glacier du Château Blanc;** the descent is through the **Vallon de Rubin.** On the left will be observed the **Glacier de Rabuigne** and **Mont Forcat,** and behind that rises the great mass of the **Becca d'Invergnuon** (12,050). In an hour and a half from summit of Col we cross the stream and reach **Fornet,** the highest hamlet in the valley, and pursue our way to **Val Grisanche,** also called **L'Eglise.**

The ascent of the **Ruitor** can be made from here (*see* below).

Val Grisanche, principal village in the valley. Situated at the base of the **Ruitor.** Small auberge. Sleeping accommodation at Curé's.

Ascent of Ruitor from Grisanche. Two peaks. South one (11,480), north one (11,339). Guide, 40 francs. A great deal of ice work, but not particularly difficult. This mountain can also be ascended from **La Thuile,** on Little St. Bernard route. View magnificent.

Grisanche to Liverogne. Time, 3 hours. Below the hamlet of **Planaval** we pass through a grand ravine. On the opposite bank will be observed the ruined castle of *Montmajeur.* On leaving the ravine we gain the high road

Digitized by Google

that leads from Courmayeur to Villeneuve and Aosta.

From Grisanche to Bourg St. Maurice (*see* page 140) **by Col du Mont** (8,635). Mules all the way. Time, 16 hours. Bourg St. Maurice to Aosta, 15 hours.

From Savaranche to Pont, the highest hamlet in the valley. Time, 2½ hours. Stands at the base of **Grand Paradis** (13,271). Ascent can be made from here, but it is very difficult. Guide, 60 francs. A pass leads from **Pont to Ceresole**. Time, 8 hours. Magnificent excursion. Refreshments and a bed may be obtained at the Chalets de Nivolet. View from summit of pass—the *Col de la Croix de Nivolet*—superb.

Round Tours, to embrace most of the scenery described in the foregoing pages.

In 10 days.—1st day, Geneva to Chamounix. 2 days in Chamounix. 3 days to Courmayeur. On 7th day, carriage to Châtillon (or, better still, proceed there on evening of 6th day), then on foot over Col St. Théodule to Zermatt. This would be a long day's work. Better if 2 can be devoted to it. 8th and 9th days, in Zermatt (*see* Zermatt, page 151). 10th day, by mule to Visp (also called Viège) in Rhône Valley. Thence by train to Geneva, or to Lausanne and Berne.

This round could be made for £10—£1 a day.

In 8 days.—1st, Geneva to Chamounix. 2 days in Chamounix. 3 days to Courmayeur. 7th day, to Martigny by Col de Ferret (very fatiguing day,—15 or 16 hours). 8th day, by train to Geneva or elsewhere.

In 5 days.—1st, Geneva to Chamounix. 2 days in Chamounix. 4th day, by Col de Balme, or Tête Noire, to Martigny. 5th day, rail to Geneva or elsewhere.

(We strongly recommend 2 days in Chamounix, because 1 is quite insufficient in which to see all there is worth seeing.)

Cross Route from Val de Rhêmes (*see* page 144).

To Tignes in the Isère Valley by the Col de Gailletta (10,022). This is a very grand but difficult route, and should not be undertaken without a thoroughly good guide. Allow 12 hours. Guide's fee, 20 francs. The route is between the **Petit Mt. Bassac** (10,890) and **Ste. Hélène** (11,840). Tignes is in the highest part of the valley, and is 16 hours from Aosta.

To Ceresole (*see* page 108) **by the Col de Rosset** (9,770), and the **Col de la Croix de Nivolet** (*see* page 108). Guide necessary. This is also a very fine excursion, and occupies about 12 hours.

Digitized by Google

PART OF THE
RHONE VALLEY.

14. FROM MARTIGNY TO VISP, THENCE TO ZERMATT.

The Rhône Valley, while unequal to many other Swiss valleys in grandeur, is, nevertheless, rich in stern and imposing scenery ; but to realise its beauty it should be seen in winter. In summer it is insufferably hot, and not particularly healthy. The marshes, caused by the overflowing of the Rhône in the spring, exhale noxious gases, and give birth to myriads of mosquitoes, gnats, and flies, which positively embitter one's life.

The Rhône River is a constant source of danger to the dwellers in the valley, and violent storms of rain frequently bring down tremendous masses of rock and earth from the mountain sides, and these, falling into the bed of the stream, turn its waters over the low-lying land, until it resembles a vast lake. The consequence is, these marshes defy the perseverance of the cultivator, and the only things that seem to flourish are coarse reeds, rank grass, and a few stunted trees. Still the valley is, as it were, the high road to so many important places, that immense numbers of people pass through it every season. The railway which traverses it now has its terminus at Brigue ; but, should the great work of the Simplon tunnel ever become a *fait accompli*, there will then be a through connexion between Geneva and the Italian lakes.

As far as Martigny the route has been already described in the Geneva section. The next station, 5 miles from Martigny, is the—

Baths of Saxon: Hotels : *Grand Hôtel des Bains, Pierre-à-Voir, du Valais.* The water of the baths is strongly impregnated with iodine, and is said to be highly beneficial in cases of cutaneous disease (*see* our special article on the Baths

Digitized by Google

and Springs of Switzerland). The village is situated 1 mile from the station, to the south. It boasts of the ruins of a château, which are worth a visit.

Ascent from Baths of Saxon.

Pierre-à-Voir (8,123). This is a limestone mountain, being one of the range which separates the Rhône Valley and the Val de Bagne. (Can be ascended also from Martigny—*see* Geneva section, page 111.) Time from Saxon, 6½ hours; guide, 6 francs; horse or mule, 12 francs.

Next stations: RIDDES, ARDON, then—

SION. *Hôtel Poste* (good), *Hôtel du Midi.* Cafés: *Casino du Grand Pont* and *de Genève.* Population, 4,895. It is the chief town of the Canton Valais. On left, situated on a rocky mound, are ruins of the episcopal castle of Tourbillon, built in 1294; destroyed by the flames, 1788. A little ahead of it and to right is the Castle of Valeria in ruins; you will see it as the train moves on. There are very few excursions, and Sion has nothing to recommend it as a place to sojourn in. Note the hats worn by the peasant women; they are peculiar and characteristic.

Cross Routes from Sion.

1st.—**Thun by the Rawyl.** Bridle-path to Lenk; mule, 20 francs. Time, 12 hours. Sleep at Lenk (*see* page 192), thence by diligence to Thun—8 hours. Fare, 9 f. 25 c. (*see* Thun, p. 189).

2nd. — **By the Sanetsch Pass to Saanen** (*see* Saanen, page 199). Ascent to the Pass from Sion, 7½ hrs.; thence to Gsteig (*see* page 199) in 2¼ hours. Diligence once a day from Gsteig to Saanen. 7 miles.

3rd.—**To Bex,** *viâ* Col de Cheville (*see* Bex, page 181).

4th.—**To Evolena.** Distance, 18 miles. A post carriage leaves daily (only 3 seats). Fare, 5 f. 40 c. (*see* Evolena, page 179).

We next come to ST. LEONARD; then GRANGES.

The next is SIERRE. Hotels and pensions: *Baur* (moderate in charges), *Bellevue* (good; formerly a château), *Poste* (unpretending). Sierre is beautifully situated, and many of the wealthy people of the Valais have estates here.

Cross Routes from Sierre.

1st.—**To St. Luc** (*see* page 181), in the Val d'Anniviers, **and Zinal.** Fine excursion; can be made (there and back) in 9½ hrs. Mule-track.

2nd.—**To the Val d'Hérens** (*see* page 178) **by Evolena.**

Next station is SALQUENEN. The train crosses the DALA, and arrives at LOËCHE-SOUSTE. *Hôtel de la Souste* (recommended). There is an omnibus from here to the

Digitized by Google

BATHS OF LEUK, twice daily in summer, in 4 hours; fare, 5 francs; coupé, 6 f. 50 c.; one-horse carriage, 12 francs (two persons); two horses, 20 francs (*see* the Pass of the Gemmi, page 196).

Next station is TURTMAN (French, *Tourtemagne*). Hotels: *du Lion d'Or*, *Poste*, and *Soleil*. About a mile from the *Hôtel Poste* is a fine waterfall. We pass station GAMPEL, village, one mile away, stands at entrance to *Lotschenthal* (*see* page 160). Next station RARON; the village is at the entrance to the magnificent *Bietschthal*, which is closed by the Bietsch Glacier and Bietschorn (12,966). On the right of line is village of TURTIG, with Pilgrimage Church on rock. The train now leaves the Rhône and crosses the Visp, which rises at Zermatt, and at this point is almost equal to the Rhône in volume.

The next station is VISP (French, *Viège*). Hotels: *Post* and *Sonne*. The village is situated at mouth of Visp Valley, and in summer the heat, flies, and stench are sometimes unbearable. It has frequently been severely shaken by earthquakes, and in 1855 was almost destroyed, while an inundation nearly washed it away in 1868. Looking up the Visp Valley, the snow peak of the Balferin (12,474), one of the peaks of the Mischabel or Saasgrat, can be seen. Travellers coming from Lausanne or Geneva by the first train in the morning may reach Zermatt the same day; otherwise, the night must be passed at Visp. Opposite Visp, on north side, is seen mouth of Baltschieder Thal. It leads up to the Nesthorn range, and is noted for its rare minerals. (For continuation of Rhône Valley route *see* page 160.)

Cross Route from Visp.

To Macugnaga by the Monte Moro Pass (9,390). Time, 13 hours. Guide not necessary, except for totally inexperienced. If taken, his fee is 15 francs.

15. FROM VISP TO ZERMATT.

Railway Projected.

This is one of the most magnificent excursions that can be made in the Alps. Mule-path to St. Niklaus, thence a carriage-road. Time to Zermatt, 9 hours; quicker coming back (can be walked as quickly going). Mule to Zermatt, 20 francs; to St. Niklaus only, 10 francs (if too late for mule to return that night, 12 francs); carriage from thence to Zermatt, 15 francs. Luggage can be sent by post, and will be delivered the following day; or porters can be engaged to carry it at 5 francs a day (return included). The cheapest way is to send *all* luggage by

Digitized by Google

post, and walk to St. Niklaus, where carriages can always be had; and, if there are more than two persons in the party, a bargain may be struck for a less rate than 15 francs. The path cannot be mistaken. At the last house, close to the church on the south of the Visp, it turns sharp to the right, then skirts the river.

In two hours we reach STALDEN (2,736). Hotel: *Stalden*. The valley branches here; the left goes to Saas, right to Zermatt.

Cross Routes from Stalden.

1st.—**To Simplon Hospice by Bistenen Pass** (7,900). Time, 12 hours. Guide, 15 francs. Trying, but splendid excursion. Beautiful views of Fletschorn and Bernese Alps.

2nd.—**The Saas Thal** (*see* Zermatt section, page 158).

The Mischabel group of mountains, which are a continuation of the Monte Rosa chain, separates the Visp Thal from the Saas Thal. The vine ceases to flourish about 2½ miles beyond Stalden.

Soon after leaving the last-named village, the hamlet of Emd, with church, will be seen on the right. It is situated on a very steep slope. Two bridges are crossed; there is a near cut to the first bridge; it is steep and rough, but saves time. In two and a half hours the traveller reaches

ST. NIKLAUS (3,819). Hotel: *St. Nicolas* (deservedly recommended, proprietor obliging and courteous). This is the capital of the valley, and has a population of 800.

Cross Route from St. Niklaus.

To Saas im Grund (*see* page 158) **by the Gassenried Pass** (12,100). Allow 13 hours. Good guide indispensable. Fee, 25 francs. This is a difficult route, and not wholly free from danger. The views, however, are magnificent.

To Gruben (*see* page 181) **by the Augstbord Pass** (9,520). Splendid excursion. Guide necessary. Mule-track. Time, 8 hours. An ascent of the Schwarzhorn (10,550) (there are three Schwarzhorns in Switzerland) can be combined. Splendid view. Another 1½ hours required if mountain is ascended.

Distance to Zermatt from here is 12 miles, all up hill, and scenery grand in the extreme. In 2 miles a splendid waterfall is seen on right. Half mile, village of Herbrigen (4,134); and when two miles more have been traversed the mighty *Weisshorn* (14,804) comes in view. This magnificent mountain gives birth to the BIES GLACIER, which hangs down as it were, and is said to be stationary. On the left is the FESTI

Digitized by Google

GLACIER, which descends from the *Dom* (14,941). This is the highest peak of the Mischabel. Next village of importance is RANDA (4,750). *Hôtel du Weisshorn* (exceedingly comfortable) stands opposite the Bies Glacier. (Randa is most beautifully and healthily situated, and a few days may be profitably spent here.) It is a starting-point for the ascent of the *Weisshorn* (*see* page 154). The next village reached is TÆSCH (4,780), situated in green pastures, that contrast strongly with the shattered and dark-looking peaks above.

Cross Route from aesch.

By Täschthal (to left) **to Allalin Pass and Alphubeljoch.** Very difficult. For good mountaineers only.

About ½ hour after leaving Tæsch a bridge is crossed, and then in a little while there suddenly bursts upon the view the tremendous Matterhorn (a sight never to be forgotten). The snow fields to the left of this awful giant are the Upper Théodule Glacier, and the mountain directly above them is the BREITHORN. The road now narrows and becomes very wild, and in 2 miles more reaches

ZERMATT (*see* next page).

Digitized by Google

16. ZERMATT.

Called in Piedmontese, *Praborgne*. Height, 5,218. Hotels: *Mont Cervin*, *Monte Rosa*, *Zermatt*. These all belong to the same proprietor (who also owns the *Riffel Hôtel* and *Hôtel Seiler*). Pension can be had from 7 francs. In summer they are crowded. The *Monte Rosa* is the great resort of mountaineers. There is an English church and a parish church. The yards of both contain graves where lie buried many a victim of the giant mountains which hem the little place in. In no part of Switzerland does one feel that he is as thoroughly in the heart of the Alps as here. Everything is on a stupendous scale. Three glaciers come down into the valley,—the Findelen, the Gorner, and Zmutt, or Red Glacier. The climate is exceedingly healthy, and even in the height of summer the nights and mornings are cold. Guides swarm,—good, bad, and indifferent.

The following is the general tariff per Guide now in force :—

	frs.
Gorner, Findelen, or Zmutt Glaciers (if the excursion does not exceed 5 hours)	3
Gorner Grat, Rothhorn, Schwarz-see, or Hörnli ...	6
Col de St. Théodule	8
Col de St. Théodule to Val Tournanche	15
Col de St. Théodule to Chatillon	20
Cima di Jazzi	10
Weissthor or Adler Pass ...	25
Col d'Hérens to Evolena, or Trift Joch to Ayer	30
Ascent of Monte Rosa... ...	50
Tour, Monte Rosa, per day	7
Lesser excursions, per day...	6
Ascent of Matterhorn	100
Porters, ordinary expedition, per day	5
Porters, glacier expedition...	10

HORSES AND MULES.

Horse and boy to Riffel ...	7
,, ,, Visp ...	22
Char to St. Nicklaus	12

NOTE.—In some seasons mules can cross the Col St. Théodule. The charge for a mule to Val Tournanche is 40

The lion of the place—and there are very many—is undoubtedly the Matterhorn (*see* next page).

Digitized by Google

MATTERHORN (*Mont Cervin*).

(14,705.) Mr. Ruskin speaks of this tremendous mountain as "a vast rigid promontory, lifting itself like a rearing horse." The illustration is singularly appropriate. It is at once stern, grand, unique; scorning connexion with its fellows, it stands alone,—a mighty pyramid surrounded with barriers of stupendous glaciers, which threaten death to all who have the hardihood to attempt to force them. Not until 1865 was its summit first gained. For ages the peasants, both on the Italian and Swiss sides, held it in awe and dread. They said it was haunted; that demons and fiends had their home there, and the human being who dared to attempt to scale it would be subject to the most horrible torture: so it preserved its secrets until recently. Then Professor Tyndall attacked it, and, after many a noble struggle to gain the virgin snows of its mighty crest, he retired defeated,—more from bad luck than anything else. Then an Italian priest and several guides tried, but failed; and at last came Edward Whymper. Year after year he went to it, studied it, sketched it from every point of view. He attempted to reach the top over and over again, on one occasion coming within an ace of losing his life by a fall such as man, perhaps, never experienced before and lived to tell the tale. But *he* was not to be conquered. Finally, on July 14th, 1865, in company with the Rev. Charles Hudson (vicar of Skillington, in Lincolnshire), Lord Francis Douglas (brother of the present Marquis of Queensberry), and Mr. Hadow (a young man, aged 19, who was little more than a novice), Mr. Whymper set out to make another desperate attempt to gain the crown of the peak. The guides were Michel Croz (one of the most famous guides in the Alps) and Old Peter Taugwalder and his two sons. The party left Zermatt on the 13th of July, 1865, in splendid weather. They passed that night at a height of 11,000 feet. The next morning at daylight they resumed the ascent, having first sent the youngest Taugwalder back to Zermatt. At half past one in the afternoon the party stood on the summit; the mountain was conquered. Its virgin snows were, for the first time in the history of the world, trodden by human foot. The day was perfect, the view wonderful, but sorrow was brooding, for the grim mountain was going to exact a terrible revenge for his defeat. The party commenced the descent; Whymper, Old Peter, and his son were last. They had reached the edge of that awful face which comes down almost straight to the Zmutt Glacier; then there was a slip (young Hadow, it is said): the

Digitized by Google

rope parted between Lord Francis and Peter, who, with his son and Whymper, were left clinging wildly to the rocks, while their four companions disappeared. Three of their poor mangled bodies were found *four thousand feet* below, on the dreadful Matterhorn Glacier. The fourth—Lord Francis Douglas—was never found. It is supposed that his body was caught by some cleft in the rock. His resting-place is not known, but the Matterhorn is his monument, the grandest mortal man has ever had. The guide Croz sleeps alone in the parish churchyard, on the south side, and Hudson and Hadow lie side by side a few yards away, on the north front, all, so to speak, under the shadow of the cruel monster who slew them.

Since that fatal day there have been other victims, notably a guide, who being far gone in consumption died from exhaustion in the hut near the summit; and Doctor Mosely, a young American, who for foolhardiness paid the penalty of his life. He sleeps in the English churchyard. Since Whymper's first ascent the mountain has frequently been scaled, even by ladies (we are sorry to say), but though in the most dangerous parts ropes and chains have been affixed, the excursion will never be free from great risk and danger, and he who undertakes it without the most perfect qualifications for the work, will, if he comes to an untimely end, be criminally responsible for his own death.

Excursions from Zermatt.

Findelen Glacier. Time, 3½ hours. Guide not required, unless an excursion *on* the Glacier is contemplated. In that case a guide is indispensable.

To the Schwarz-See (8,392), **and Hörnli Ridge** (9,500), at the base of the Matterhorn. Guide necessary for inexperienced. Schwarz-See can be reached by mule. This is a splendid excursion. Descent from Hörnli may be made by the Zmutt Glacier. This prolongs the time to 9 hours.

Col de St. Théodule (*see* "Tour of Mont Blanc," Chamounix section). Comparatively easy for ladies, but *insist* on the use of the rope. On summit of Col there is an inn (3 beds). Refreshments can be had.

Mountain Ascents from Zermatt.

Matterhorn (14,705). Time, about 20 hours. (A new hut has been erected on the mountain by M. Seiler, lower down than the old one.) Two guides indispensable. Fee, 100 francs each.

Dent d'Hérens (14,706). Time, 12 hours. Guide, 70 francs. Difficult. Night should be passed at Stockje.

Breithorn (13,619). Ladies may undertake it if experienced walkers. Wonderful view. Part of the route is over Théodule Glacier. Time, 10 hours.

Upper Rothhorn (11,214).

Digitized by Google

Easy. Time, 5½ hours. Guide, 10 francs.

Monte Rosa Dufour-Spitze (15,217). Often undertaken by ladies. Time, 14 hours. Last 2 hours only dangerous. Good guides and rope essential. Fee, 50 francs each. The Nord-End (15,132), Zumstein-Spitze (15,000), Signal-Kuppe (14,964), Parrot-Spitze (14,577), Ludwigshölic (24,252), Balmenhorn (14,093), Schwarzhorn (14,186), and Vincent Pyramide (13,419), are always classed with Monte Rosa group.

Lyskamm (14,889). Difficult and dangerous. For mountaineers only. (Best from the Riffel.) Time, 18 hours. Guide, 40 francs.

Dent Blanche (14,318). Exceedingly difficult. Time, 18 hours. Guide, 70 francs.

The Kleine Matterhorn (12,750). Not particularly difficult. Time, 10 hours.

Mettelhorn (11,188). Time, 8 hours. Ladies can make this ascent, but require a longer time. Guide, 10 francs.

Tête Blanche (12,313). Splendid climb, not difficult. Good guide required, 20 francs. View magnificent.

Zinal Rothhorn (13,855). Time, 11 hours. Guide, 80 francs. Very difficult.

Unter-Gabelhorn (11,200). Time, 4½ hours. Guide, 7 francs. Easy excursion.

Ober-Gabelhorn (13,363). Time, 10 hours. Guide, 60 francs. Very difficult.

Weisshorn (14,803). One of the most dangerous mountains in the Alps. Time, 14 hours. (Better from Randa, *see* page 149). Guides (two necessary), 80 francs each.

Glacier Expeditions from Zermatt.

The Findelen. Guide indispensable. Most interesting excursion. Rope necessary. Insist on its being used.

Gorner Glacier. Better from the Riffel.

Zmutt Glacier & Stockje (9,000). Club hut at the Stockje, which is a huge mass of rock rising up from stupendous glaciers. This is a splendid excursion, and easily undertaken by ladies. Guide, 10 francs. Rope not absolutely necessary. The only difficult part is the rock work just below the hut. Splendid view of the Matterhorn and its glaciers. Time, 8 hours. This is one of the best and least difficult of the glacier excursions.

Passes from Zermatt.

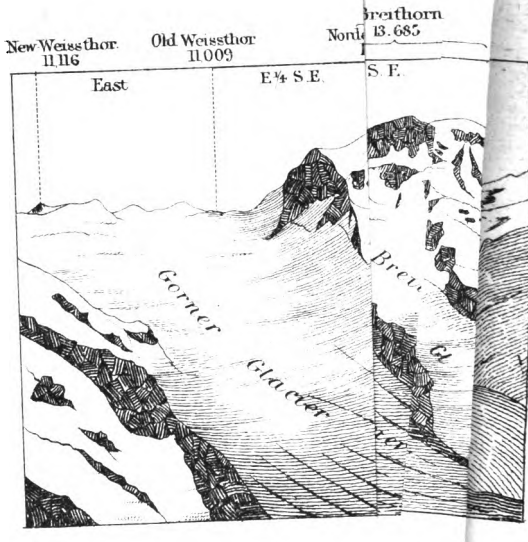
Over St. Théodule (10,900) **to Aosta** (for Conveyances, *see* "Tour of Mont Blanc," Chamounix section). Beautiful excursion, and suitable for ladies who are good walkers. Time, 15 hours. Guide, 20 francs. Start must be made very early, before sun softens snow on glacier. Mule can be taken for 3 hours. Fee, 15 francs. At the foot of the **Fourneaux,** on the other side, mules can sometimes be had. If not, it is 1½ hours to Breuil, where there is an auberge, with sleeping accommodation. Guide beyond Breuil not necessary. Châtillon reached in 4½ hours.

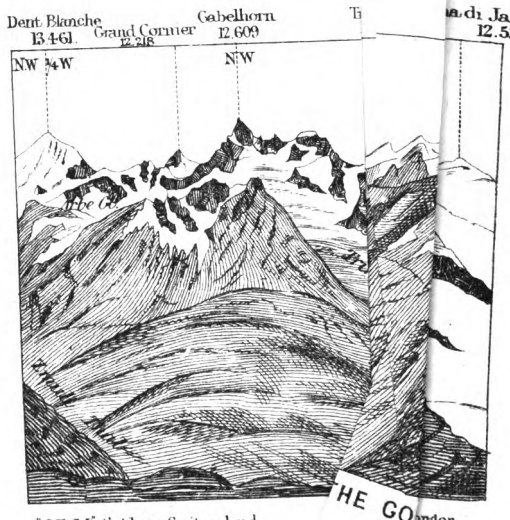
Zinal by Triftjoch, or Col de Zinal (11,550). Guide, 30 francs. Difficult.

To Zinal by Moming Pass

Digitized by Google

Digitized by Google





"J.E.M" Guide to Switzerland.

Digitized by Google

(12,700). Magnificent, but extremely difficult. Guide, 25 francs. 14 hours.

Evoléna by Col d'Hérens (11,420). Guide, 25 francs. Easier from this side than the other. 14 hours.

Saas Valley by Alphubeljoch (12,500). Very magnificent, and not particularly difficult. Guide, 30 francs. Time, about 11 hours.

Macugnaga by New Weissthor (11,851). Magnificent, but difficult. Guide, 30 francs. Time, 16 hours.

To Le Breuil in Val Tournanche, and Fiéry in Ayas Valley, by Matter Joch or St. Théodule. Fee for guide, 15 frs. By the **Furggen Joch** (10,860). Difficult. Guide, 30 francs. By the **Col de Tournanche** (11,378). Difficut. Guide, 30 francs. By **Col du Lion** (11,844). Guide 40 frs.

To Fiéry by the Schwarzthor (12,780). Time, 16 hours. Guide, 35 f. Difficult.

To Fiéry by Zwilling or Verra Pass. Time, 16 hours. Guide, 35 francs. Difficult. The route is between **Castor** and **Pollux**.

To Gressoney by the Lys-Joch, or Silber Pass. Time, 14 hours. Guide, 40 francs. Difficult. The start is from the Riffel.

To Gressoney (*see* page 156) **by Felik-Joch** (13,514). Time, 12 hours. Guide, 35 francs. The route runs to the east of **Castor**, and is difficult.

To Alagna (*see* page 380) **by the Sesia Joch** (14,436). Time, 13 to 14 hours. Guide, 40 francs. This is, perhaps, the most difficult and dangerous of the passes named. The route runs to the north of the Parrot Spitze, and the culminating point is about 150 feet below that peak.

17. THE RIFFELBERG.

(8,429—3,114 higher than Zermatt.) Hotel belongs to M. Seiler, proprietor at Zermatt. Open, June to September. Crowded in summer. If travellers intend to sleep there, inquire at Zermatt if beds can be had. Telegraph wire connects with Zermatt. Mule-path all the way, very steep. Time, 2½ hours. Guide (not necessary), 4 francs. Mule, with driver, 10 francs. Chaise-à-porter (for ladies or invalids), with 4 men, 20 francs. Porter to carry luggage, 3 francs. Chalets *en route* for refreshments. One hour from top is new pension *Riffelalp*, built by Seiler. Beautiful situation. A new chalet church has been built on the Riffelalp. It is 7,000 feet above the sea, and is the highest place of worship connected with the Church of England. It affords accommodation for 100 persons, and cost £600.

From Riffel to Gorner-Grat (10,289). Mule-path all the way; path plain; guide not necessary. The view from summit is one of the most wonderful in the Alps (*see* Panorama). About twenty glaciers can be counted, including the huge Gorner Glacier (larger than Mer de Glace), which winds

Digitized by Google

far below the spectator. It is a scene of giant mountains, great glaciers, tremendous distances, enormous depths. It is probable that there is nothing else like it in the world.

The excursion to the Gorner Grat, from Zermatt and back, can be made in the one day.

Excursions and Ascents from Riffel.

Cima di Jazzi. Splendid and easy (ladies undertake it). Time, 6½ hours. Guide, 10 francs. Magnificent view of Macugnaga. Avoid edge of precipice on summit, as snow cornice overhangs it.

Ascent of Riffelhorn. Rock close to hotel. Does not repay trouble. A young man was killed here in 1865, because he insisted on doing what he was warned not to do.

To the Head of New Weissthor Pass (wonderful view looking down on south side). *Cima di Jazzi* can be combined.

Gorner Glacier. Guide necessary, 6 francs.

Guides not always to be had at Riffel. Bespeak them at Zermatt.

18. Grand Tour from Zermatt to Macugnaga round Monte Rosa.

One of the grandest and most imposing tours in the Alps. Time, 4 days. Guide necessary for whole journey. Fee, 10 francs a day, and food.

1st day.—By the Col de St. Théodule to Fiéry. *Hôtel des Cimes Blanches* (not very good, but offers fair accommodation for the night).

NOTE.—The **Breithorn** can be included in this day's journey. The guide's fee for the ascent is 10 francs extra.

2nd day.—Fiéry by Betta Furka to Gressoney-la-Trinité (5,330). *Hôtel du Lyskamm* (fair), situated in Val de Lys. Time, about 6 hours. Splendid views of Lyskamm and Monte Rosa to be had.

3rd day. — Gressoney-la-Trinité to Alagna by Col d'Ollen. Hotel, *Monte Rosa* (fair). Village beautifully situated. Time, 8 hrs. Mules can cross this pass. Fee, 12 francs. From summit of Col the *Gemsstein* should be ascended (one hour extra). Grand view of Monte Rosa.

4th day.—Alagna by Turlo Pass (10,000), to Macugnaga. Time, 9½ hours. This is the most laborious part of the route. The descent is over broken rocks and steep snow slopes. No danger with ordinary care.

Rapid walkers may make this tour in three days, by going from Fiéry to Alagna in one day. The expedition altogether ought certainly to be taken by those who can afford the time, as it is replete with the most fascinating interest. The expenses (with guide) may be calculated at about 30 francs a day.

Digitized by Google

19. MACUGNAGA.

(5,200.) Hotels: *Monte Moro, Monte Rosa.* Guides always to be had. Village splendidly situated in an amphitheatre of tremendous mountains, and under the shadow of Monte Rosa. It is truly an Alpine village set amidst the eternal snows of some of the grandest mountains in Switzerland.

Ascents and Excursions.

The Belvedere, at the edge of the Monte Rosa Glacier. Time, 2 hours. Mule-path all the way. Guide, 6 francs; mule, 6 francs. Magnificent and imposing panorama. (Guide not absolutely necessary to this point, as the road is easily found.) From hence the journey may be continued *across* the glacier (guide necessary) to **Pedriolo,** another splendid point of view. Four hours more required for this. There is a châlet at Pedriolo, where refreshments can be had.

Ascent of Pizzo Bianca (10,200). Time, 6½ hours. Guide necessary; 10 francs. Rather trying, but amply repays the trouble. Magnificent view.

Ascent of Dufour-Spitze (the highest peak of Rosa, 15,217). Not recommended. Exceedingly difficult and dangerous, owing to avalanches. It was ascended from this side for the first time in 1872. In August of 1882 an Italian gentleman, with two guides and a porter, attempted the ascent, but were overwhelmed by an avalanche. The porter escaped alive, owing to the fact that a few moments before he had stopped to drink some water, and was, in consequence, some paces behind the others. One of the guides, Imseng, had gained considerable reputation, and was a worthy, honest fellow. He was the first man to gain the summit of the mountain from the Italian side. The three bodies were recovered, but were terribly crushed.

To Zermatt, over New Weissthor. This Col lies between the Cima di Jazzi and the Cima di Roffel. Time required, 12 hours. Two guides, or guide and porter. Guides, 25 francs each; porter, 15 francs. This pass will bear comparison for magnificence with any in the Alps, the view from the summit being especially fine; but the whole route is over difficult glaciers and rocks, and should not be undertaken by inexperienced people. Rope required.

To Alagna by the Col del Turlo (10,000). Time, 11½ hours. (*See* Grand Tour from Zermatt, page 156.)

To the Simplon. 8 hours. **To Ceppo Morelli** (*see* page 165) (2 hours) there is a mule-

Digitized by Google

path. Fee, mule and man, 6 francs. From Ceppo, onward, there is a good carriage-road. Fee, one horse to Simplon, 18 francs; two horses, 25 francs. This route is strongly recommended, as it abounds in beautiful scenery.

To Summit of Monte Moro Pass. Time, 4 hours. Guide necessary, 6 francs. The view from the summit is grand in the extreme (*those who wish to return to the Rhône Valley could not take a better route than this*), embracing the Monte Rosa chain, the Mischabel, and the Simplon. If desirable, the night can be passed at the **Mattmarksee**, where there is a tolerable inn. The road touches the **Allalin Glacier**, which is most imposing. The river Visp has its source in this glacier. It is better, however, to push on to **Saas**, which can be reached in from 9 to 10 hours from Macugnaga. Before reaching Saas a very fine waterfall is passed.

The Moro Pass was formerly used as a bridle-path between the Valais and Italy, and was much frequented. Since the construction of the Simplon Route the Moro is seldom used excepting by tourists.

Saas im Grund (5,132). Hotel: *Monte Moro* (very good). This is the principal village in the Valley of Saas.

An excursion should be made from here to **Fée**, *Hôtel du Dôme* (6,000), which can be reached in 1 hour. There is a wonderful view of glaciers and mountains, including the Mischabel, Dom, Mittaghorn, Allalinhorn, Alphubel, Nadelhorn, the Weissmies, Triftgrat, Laquinhorn, and the Fletschhorn. This short excursion should not be missed.

Saas to Gondo by the Zwischbergen Pass (*see* page 164). Time, 12 hours. Guide, 25 francs.

Saas to Zermatt by Weisshorn, Adler Pass, or Allalin Pass. All three laborious. Allow 12 hours for each. Guide's fee, 20 francs.

To St. Niklaus by Gassenried Pass (12,100). Time, 13½ hours. Good guide indispensable. Fee, 25 francs. This is a magnificent excursion, but should only be undertaken under the most favourable conditions of weather and health.

On the south-west side of the summit of the Pass an ascent of the **Ulrichshorn** (12,897) may be made in 1½ hours. This mountain commands a wonderful panorama.

Vogogna or Pallenzeno (*see* page 164).

From SAAS to STALDEN, thence to VISP, in 5 hours. Guide not necessary. The whole route is replete with interest. Several magnificent waterfalls will be passed *en route*.

Ascents and Excursions from Saas.

The Egginerhorn (11,085). Time, 6½ hours. Guide, 12 francs. No difficulty; ladies may undertake it. Beautiful view.

Stellihorn (11,400). Time, 8 hours. Guide, 12 francs. Highly interesting, but more difficult than the above.

Sonnighorn (11,460). Time, 8 hours. Guide, 20 francs. Wonderful view; fatiguing, but well repays.

Digitized by Google

Mittaghorn (10,328). Time 4½ hours. Guide, 8 francs. Easy. Splendid view.

Allalinhorn (13,235). Time from Fée, 6 hours. Guide, 30 francs. Splendid view. Descent not difficult.

Latelhorn (10,525). 6½ hours. Guide, 10 francs. Mules can go as far as Antrona Pass (4 hours), through the beautiful Furggenthal. The summit is reached from this point in 2½ hours. View splendid.

Weissmies (13,230) **by the Triftgratli & Trift Glacier.** Time, 10½ hours. Guide, 30 francs. The inexperienced may undertake it with good guides. Two guides necessary for a party of more than two persons. View wonderful.

To Zermatt by the Alphubel Joch. Time, 12½ hours. Guide, 30 francs. Not very difficult; rope and good guide necessary, however. A splendid excursion, comprising a series of grand and imposing views.

To Zermatt either by Mischabel Joch (12,660), **Dom Joch** 14,000), or **Nadel Joch** (14,100). These three last must on no account be attempted by novices. Good guides (fee, 40 francs each), rope, and an ice-axe needed. Each of these three routes occupies 14 hours at least; longer in some states of snow and ice.

To Simplon Hospice by Simeli and Sirvolten Passes. Time, 12½ hours. Guide, 20 francs. Rope required. This is a splendid excursion, and, though very fatiguing, is not dangerous.

To Gondo, on Italian side of Simplon (*see* Simplon route). Time, 16 hours. Guide, 30 francs Very fatiguing; scarcely repays.

Digitized by Google

RHONE VALLEY (*continued from page* 148).

20. FROM VISP TO BRIEG, THENCE BY SIMPLON TO ITALIAN LAKES.

VISP to BRIEG by road, 7 miles. One-horse carriage, 5 francs.

VISP to ZERMATT and AOSTA, by Col de Théodule (*see* page 153).

VISP to SAAS and MONTE MORO PASS (*see* page 158).

Three and a half miles from Visp on south of line is GAMSEN, at mouth of *Gamsen* (or *Nanzer*) *Thal*. This valley is almost unknown to tourists; it is well worth visiting. At the head is the *Gamser Glacier*. The Saas Valley, or the Simplon Hospice, may be reached by the *Gamser Joch* (9,350). The time required to gain either place is probably about 10 hours. A good guide acquainted with the route is indispensable. Soon after leaving Visp the train crosses the Rhône again, and continues for some time along a stone embankment by the river, and at last reaches BRIEG (French, *Brigue*). Hotels: *Angleterre*, *Trois Couronnes et Poste* (excellent). Railway ends here. Population of town, 1,076. Commencement of Simplon.

Brieg to Bellalp (6,732). *Hôtel Bellalp* (good). Often quite full in summer. Telegraph for bed. Professor Tyndall has a house here. Splendid spot for prolonged stay. Bridle-path from Brieg. Time, 4½ hours. Mule and man, 18 francs. Porter for luggage, 5 francs. The hotel is situated at the base of the Sparrenhorn, and looks down on to the Great Aletsch Glacier.

Ascent of Sparrenhorn (9,889) **from Bellalp.** Time, 3 hours. Guide (not absolutely necessary), 4 francs. Mule track nearly to top. View very grand. Embraces nearly the whole of the mighty Aletsch Glacier, the Fusshörner, the Grosse-Aletschhorn, the Sattelhorn. To the south on Simplon route, is the Great Mont Leone, and further to the right the Fletschhorn, Monte Rosa, Mischabel, Matterhorn, Weisshorn, Bruneckhorn, Dent Blanche, Grand Combin, and Mont Blanc. To the left of the Leone are the peaks of St. Gotthard range.

Bellalp to Eggischhorn (*see* route to Rhône Glacier, page 166). Most interesting excursion. Time, 5½ hours. Guide necessary for the glacier. Fee, 8 francs. If only taken across the glacier, 3 francs.

Bellalp to Ried in Lötschenthal (*see* page 223) **by the Beichgrat** (10,236). Splendid, but difficult. Time, 10½ hours. Guide, 20 francs. This is a glacier excursion of great interest, but should only be undertaken by experienced climbers.

Ascent of the Aletschhorn (13,773) **from Bellalp.** The second highest in the Oberland. Splendid excursion, but for good mountaineers only. Good guides necessary. View superb. Time to summit, 6½ hours.

Digitized by Google

21. THE SIMPLON.

M. Amédée Martens, the French engineer who was sent by the French Government to report on the Simplon tunnel, has given in his report, which is entirely favourable to the undertaking. The chief, indeed the only, difficulty will be the tunnel itself, which will be fifteen miles, or six miles longer than the St. Gotthard. But, on the other hand, the gradients will be easy; there will be no zigzags up the mountain; and the cost will be considerably less than either the St. Gotthard or the Mont Cenis. It is considered probable that the French Government will vote the funds, the only opposition, strange to say, coming from a competing French scheme for a tunnel under Mont Blanc, from Courmayeur to Chamounix. But that undertaking will probably be left to posterity.

NOTE.—Since the above was printed there have been many modifications of the original plans. Up to the present, France has declined to vote any of the money, and it will probably all come from Switzerland and Italy.

Of all the great passes in the Alps there are none more generally familiar by name and repute than the Simplon. The very name, somehow, seems to be suggestive of romance and Alpine grandeur on a stupendous scale, and every one who has had the good fortune to traverse it under favourable circumstances will readily admit that it well deserves its character as not only the most famous, but one of the most magnificent of the many roads connecting Italy and Switzerland. To our mind its imposing beauty can only be fully realised on a clear, still winter day. Then the varied and wonderful panorama that is unfolded as one winds up and up, and then down and down, creates an impression that can never be effaced from memory.

The Simplon, as the reader is no doubt aware, was due to the genius and ambition of Napoleon Buonaparte, who, after the battle of Marengo, expressed a desire to have a great military road into Italy. It was begun on the Italian side in 1800, and on the Swiss side a year later. It took 6 years to complete, and cost 20 millions of francs, and innumerable lives. Half the money was paid by France, and half by the Cisalpine Republic. The distance from Brieg to Arona on Lake Maggiore is 76 miles. The summer season is from the 1st of June to the 30th of September; and a diligence crosses each way once a day, taking 9½ hours to Domo d'Ossola (*see* Map), and 11 hours returning (*see* Diligence Tables for fares). The *banquette* of the diligence should be secured, next to that the coupé is best. The ascent from either side can be walked quicker than the diligence

Digitized by Google

takes to perform the same distance. There are many short cuts, which effect great saving of time, even though they try the lungs more. The ascent begins at the post-office at Brieg, and soon begins to mount rapidly. After the second refuge the road runs nearly level for about 2 miles, until it crosses the GANTER BRIDGE. Note this bridge. The spot is swept by tremendous avalanches in winter and spring. Just after passing the bridge there is a *footpath* on the left, which leads to BERISAL (8½ miles from Brieg, 5,007 feet). *Hôtel de la Poste* (very comfortable and reasonable; a pleasant and charming place in which to spend a few days).

Pedestrians can reach Berisal by the footpath mentioned very much quicker than the diligence does by the road, which ascends in long zigzags.

Ascents from Berisal.

The Wasenhorn (10,730). Time, 6 hours. Guide, 8 francs. Easy excursion, and magnificent view.

The Bettlihorn (9,730). Time, 6 hours. Guide, 8 francs. Easy. Beautiful view.

Bortelhorn (10,500). Time, 6 hours. Guide, 10 francs. Difficult.

Five miles further is the *Gallery of Schalbet*, 100 feet long, hewn from the solid rock. *Raut Glacier* and *Rauthorn* seen from here. Next comes the Schalbet Refuge (6,359), and between this and the summit is the most dangerous part of the road during snow storms. (Charles Dickens and Wilkie Collins laid the scene of their story "No Thoroughfare" here.) The gallery of the KALTWASSER GLACIER succeeds. The gallery is carried under the stream which flows from the glacier. Through an opening in the side the waterfall is visible. Two other galleries are passed, and the sixth refuge (6,539) reached. Brockedon, in his "Passes of the Alps," speaking of the view from here, says :—

The terrific gorge of the Saltine, the Rhône Valley stretching beyond it for miles, the peaks of the Breithorn, Jungfrau, Mönch, Bernese Alps, and Aletsch Glacier form an unrivalled picture.

This is the last view obtainable of the Oberland. A little further and the summit of the pass is reached (6,590). The summit is almost level, and is hemmed in by stupendous mountains. The HOSPICE (branch of the Great St. Bernhard) stands here. It is a large plain stone building, and was begun by Napoleon. It was purchased by the St. Bernhard Hospice in 1825, and finished by that monastery. There are usually some splendid specimens of St. Bernhard dogs. The diligence

Digitized by Google

only halts for a few minutes. The monks provide travellers with beds and refreshment free of cost, but travellers partaking of their hospitality should contribute liberally to the poor-box in the little chapel.

Ascents from the Hospice.

Monte Leone (11,700), which towers up behind the building. Time, 6½ hours. Guide, 14 francs (should be taken from Brieg). It is a splendid excursion, but very difficult, and not without danger. Novices should not attempt it.

Cross Routes to Stalden by the Bistenen Pass (7,900). Splendid excursion. Time, 12 hours. Guide, 15 francs. Magnificent view of Bernese Oberland and Fletschhorn. Mule-track all the way.

The Schönhorn (10,600). Time, 4 hours. Guide, 8 francs. Difficult.

To Saas by Simeli and Sirvolten Passes. Time, 12 hours. Guide, 15 francs. Magnificent excursion, but very trying. Should not be attempted by delicate people.

The road now descends to SIMPLON (4,856). A dirty village. Hotels: *Poste* and *Fletschhorn* (neither can be recommended). Diligence halts for dinner. The descent now becomes rapid, and soon enters the *Laquinthal*, watered by the *Laquinbach*, which has its birth in the glacier of the same name. After passing the hamlet of Algaby (also called Gsteig), the *Gallery of Algaby* is entered. This gallery was fortified on the Italian side in 1814, and was the scene of much fighting. Beyond the gallery you enter the GORGE OF GONDO, one of the grandest gorges in the Alps, and the scenery unsurpassed for weirdness and magnificence. A tremendous rock which blocked the road here is pierced by a tunnel called the *Gallery of Gondo*. It is 250 yards in length. On the face of the rock is the following inscription:—

Aere Italo 1805 *Nap. Imp.*

In 1830 the Swiss put up huge gates at the Swiss entrance of the tunnel. At the Italian end of the gallery is a magnificent waterfall called the FRESSINONE, or Alpjenbach. A frail-looking bridge spans the falls, and the rocks on both sides tower up in perpendicular walls to a height exceeding 2,000 feet.

GONDO is next reached. A poor and dirty village; the last Swiss one. A tall square tower here was built by the Stockalper family for the accommodation of poor travellers.

From this point Mont Leone can be ascended with far less difficulty than from the Hospice.

Digitized by Google

Cross Route from Gondo.

To Saas im Grund (*see* page 158) **by the Zwischbergen Thal, and Zwischbergen Pass** (10,735). Time, about 15 hours. A guide is necessary (not always procurable at Gondo); fee, 20 francs.

Half a mile further a column of granite will be observed. It marks the boundary of Italy; then comes the first Italian village, S. Marco, and next ISELLE (German, *Jesellen*) (2,180), Hotel, *Posta* (poor). Luggage examined here. Three miles further the road traverses the *Gallery of Crevola*, and soon after passes the village of CREVOLA. The valley is now called Val d'Ossola. It has all the characteristics of Italian scenery. In about 3 miles we arrive at DOMO D'OSSOLA. Hotels: *Hôtel de la Ville et Poste* (fair), *Hôtel d'Espagne*. Carriage (one-horse) to Baveno, 25 francs. Diligence leaves twice a day for Pallanza on Maggiore; fare, 5 francs. Diligence halts here for ½ hour.

Excursion from Domo d'Ossola.

Fall of Tosa. (For particulars of route, *see* page 168.)

Cross Route from Domo d'Ossola.

At a place called **Villa**, 3½ miles from Domo d'Ossola, the **Val Antrona** commences; and from here the **Saas** or **Antrona Pass** (9,327) can be gained. The route is across the **Furggen Glacier** and through the **Furggen Valley** to **Zermeigeren** in the Saas Thal (*see* page 158). The last village in the Antrona Valley is called **Antrona Piano**, and at the house of the Syndic beds and refreshments can be obtained. This is a remarkably attractive route. A guide is necessary for the glacier.

Cross Route from Vogogna or Pallenzeno by the Anzasca Valley.

Continuing our journey we pass PALLENZENO, where the *Val Anzasca* opens, and in 7½ miles we arrive at VOGOGNA. Hotel: *Corona*. This is a small town, overshadowed by precipices, on one of which is a ruined castle.

To Macugnaga. Time, 7 hours. There is a carriage-road for 13 miles to **Ceppo Morelli** (*see* next page). From Macugnaga Saas can be reached by the **Moro Pass** (*see* page 158). A one-horse carriage from either Domo d'Ossola or Vogogna to Ceppo Morelli costs 20 francs; to return, 15 francs.

The carriage-road into the *Anzasca Valley* diverges soon after passing MASONE, and keeps on the left bank of the *Anza*,

Digitized by Google

and reaches PIÈ DI MULERA. Hotel: *Cavour*. This is the first village in the valley. Hence the road climbs up and runs through two tunnels, and a view of Monte Rosa in the background is obtained. Near CALASCA, where there is a waterfall, the road drops down again to the river, and reaches PONTE GRANDE, where there are some gold mines. On the right bank of the river is BANNIO, which is considered the most picturesque path of the valley. In 10 miles we reach—

VAUZONE. Hotels: *des Chasseurs* and *du Mont Rose*. This is the chief village in the valley. An ascent should be made to the chapel (15 minutes), which commands a wonderful view of Monte Rosa. Three miles further brings us to—

CEPPO MORELLI. Hotels: *des Alpes* and *Monte d'Oro*. At this point a good mule-track commences, but the carriage-road is to be continued on to Pestarena.

Just before reaching Macugnaga, Monte Rosa bursts full upon the view.

MACUGNAGA (*see* page 157).

The road onward to Arona from Vogona passes through the most magnificent scenery, and at Fariolo reaches the Lago Maggiore, and thence skirts it the whole way. At BAVENO her Majesty Queen Victoria resided, from March 31st to April 23rd in 1879.

ARONA (*see* Italian section at the end of book).

Digitized by Google

THE UPPER VALAIS.

22. BRIEG TO THE RHONE GLACIER.

THE EGGISCHHORN.

THE FURKA AND GRIMSEL PASSES.

Distance to Rhône Glacier, 38 miles, all up hill. Diligence daily. Time, 8 hours. In the reverse direction, 3 hours. Coupé, 15 francs; interior, 12 f. 50 c. One-horse carriage, 50 francs. Fares are cheaper coming the other way. Return carriages can sometimes be met with at Brieg, when a bargain should be struck.

The road crosses the Rhône to the left of the village, and at 5 miles reaches—

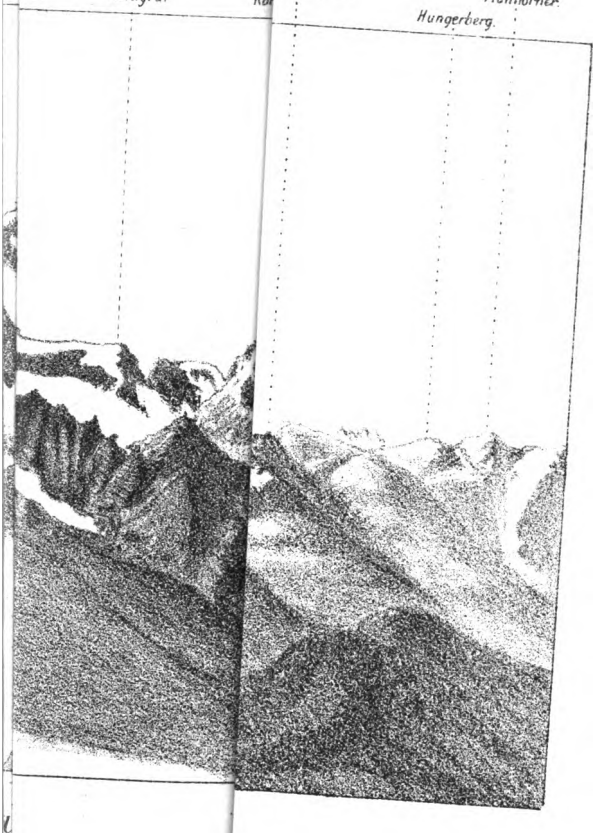
MOEREL. *Hôtel des Alpes* (unpretentious, but comfortable). This is a prettily situated village, surrounded with orchards. At 11 kilometres the road crosses a deep channel, worn by the Rhône. Back view very fine, the snow-clad Weisshorn being conspicuous. Heavy ascent from here. Short cut for pedestrians. Cannot be mistaken. After the steep has been surmounted, TÄSCH BY GRENZALO is reached.

Soon after leaving Täsch we reach LAX (3,425). *Hôtel Kreuz.* The Eggischhorn can be ascended from here; better from Fiesch, further on.

FIESCH (or *Viesch*). A considerable village, picturesquely situated. *Hôtel du Glacier et Poste, Hôtel des Alpes* (fair).

Those persons who intend to make the ascent of the Eggischhorn should engage mules here for the *Hôtel Jungfrau*, half way up the mountain. This house is situated at the height of 7,200 feet. It is most comfortable, and not extortionate, but the wines are bad.

Digitized by Google



Digitized by Google

Digitized by Google

Cross Route from Fiesch.

To Andermatten in Val Formazza by Albrun Pass (*see* page 169).

The Eggischhorn (9,700). The highest peak in the barrier between Rhône Valley and Great Aletsch Glacier. Time from Fiesch, 3 hours. Mule and man, 12 francs to hotel. The mules can proceed a considerable distance beyond the hotel towards the summit; in that case, 5 francs extra, often less by bargaining. Hotel well adapted for prolonged stay. (Starting-point for splendid glacier excursions and mountain ascents, including Jungfrau. All more or less difficult, however, and requiring good guides,—generally plenty at the hotel.) The summit is reached from the hotel in 2 hours. Guide not necessary, excepting for totally inexperienced people. Path the whole way up well defined. The path which branches to the right leads to the **Merjelen See** and the **Aletsch Glacier.** The summit of the Eggischhorn is simply a mass of shattered rocks surmounted by a wooden cross. The view is wonderful; it takes in the whole of the Great Aletsch, and immediately below the spectator is the dark green Merjelen See—a miniature Arctic Ocean, filled with icebergs which break off from the glaciers above. (Consult panorama.)

From the Eggischhorn to Ried in the Lötschenthal. A glacier expedition of great interest, but requiring two experienced guides, 30 francs each. Time, 14 to 15 hours. For mountaineers only.

To the Hôtel Bellalp and Rhône Valley by the Rieder Alp (6,388). Commencing at the *Jungfrau Hotel* the path runs level for a considerable distance, and commands splendid views. We cross the **Betten Alp** (6,726), where there is a lake, and in about 3 hours gain the **Rieder Alp,** where there is a most comfortable inn. From this point the traveller ascends the mountain called **Furka,** lying 1 hour west from the Alp. A descent then of 1½ hours to the **Aletsch Glacier,** which is crossed to **Aletschbord,** and from there the Bellalp is gained in an hour. A guide from the Eggischhorn to Bellalp costs 8 francs. From the Rieder Alp there is also a path down to **Morel** (*see* page 166), which can be reached in 1 hour. Ascent, 2½ hours.

To Premia by Criegalp or by Geisspfad Pass (*see* page 170).

Several villages are passed after leaving Fiesch, but the road is not particularly interesting.

MUNSTER (4,528). Hotel, *Goldenes Kreuz* (good). This is the principal village in the Upper Valais.

Ascent of the Löffelhorn (10,150). Guide necessary. 6 fr. Time, 5 hours. Magnificent view, but almost similar to that obtained from the Eggischhorn.

Next we come to ULRICHEN.

Digitized by Google

23. FROM ULRICHEN TO DOMO D'OSSOLA BY GRIES PASS.

Time, 16 hours. There is a bridle-path to the Fall of the Tosa (time, 6 hours), and thence to Rivasco (2½ hours). A guide as far as Fruthwald costs 12 francs; a horse 20 francs. There is a new road in the Val Formazza from Foppiano, and on to Domo d'Ossola. A horse can be obtained at the *Hôtel de la Cascade* to go to Domo d'Ossola at a cost of 30 francs. There is also a daily diligence from Crodo to Domo d'Ossola; it starts at 4 in the afternoon.

The road crosses the Rhône at Ulrichen to the entrance to the **Eginen-Thal.** It then crosses the **Eiginenbach** above a waterfall, and in an hour and a half **Alp Hohsand** (5,720) is gained. The ascent now becomes steeper, and in front of the traveller the **Nufenenstock** (9,387) rears its head. Further on the stream is crossed, and some chalets called *Imlad* passed. To the right, and above us, the **Gries Glacier** will be observed; the path still ascends and gains the last chalet, **Altstaffel** (6,585), and from here the path to **Nufenen Pass** branches to the left. An ascent of about an hour and we gain the Gries Glacier, which is almost level. Half an hour is occupied in crossing it, the route being marked out by wooden stakes. When these stakes end the traveller must keep to the right, and pass by a small lake to the summit of the Pass (8,032). This is the boundary between Switzerland and Italy, and in clear weather an enchanting view is obtained. The route from this point is very plain, and the descent is steep. Several groups of chalets are passed. In about 2 hours we come to the **Fall of the Tosa,** locally called **Cascata di Frutli.** The water has a width of 85 feet, and descends in three cascades for 540 feet. A bridle-path goes down for 15 minutes to a rock by the wayside, from which the most imposing view of the Fall is gained. Above the Fall is a bridge, and on the left bank, adjoining a small chapel, is the *Hôtel de la Cascade*, where fair accommodation for the night can be had if required.

Ascent from the Hôtel de la Cascade.

Piz Basodine (10,748). Time, 5 hours. Guide necessary. The landlord of the inn is generally taken. Fee, 8 francs. There is no serious difficulty to be encountered. View is very fine.

Cross Route from the Hôtel de la Cascade.

To Airolo on St. Gotthard Route. Time, 8 to 9 hours. Guide necessary. Landlord of the inn can be taken. There is a fair mule-track to the Val Bedretto. It commences by the little chapel near the Fall, and after crossing the stream it ascends by zigzags for nearly an hour, and reaches the **Valle Toggia.** In twenty minutes we cross a bridge, and next gain some chalets called **Im Moos.** We next skirt a lake called **Fisch See,** leaving it on the right. The path then runs over

Digitized by Google

the **Königin Alp**, and in half an hour again crosses the stream. Another lake, this time on the left, is passed, and soon after the traveller gains the **S. Giacomo Pass** (7,572), and stands on the boundary-line between the **Canton Ticino** and Italy. Twenty-five minutes from the summit is the chapel of **S. Giacomo**, where, on the 25th of every July, all the inhabitants of the neighbouring valleys come to worship. The descent commands superb views of the south sides of the St. Gotthard group of mountains; while in the the west a glimpse is caught of the mighty Finsteraarhorn and the Veischerhörner. The path must be adhered to closely during the descent; some chalets will be passed, two streams crossed, and in about 2 hours the *Hospice All Acqua* is gained. The *Inn*, which is poor, is situated in a lonely spot (5,269). Thence the path leads to Airolo.

Route to Domo d'Ossola (*continued*).

Below the Tosa Fall is the commencement of the **Val Formazza**, in which stands several small villages. In an hour we reach **Andermatten** (4,060), then **Staffelwald**, and next **Unterwald**. All these villages are known to the Italians by different names, but up to this point German is the prevailing language, though a little lower down Italian is spoken.

Cross Route from Andermatten.

To Lax or Fiesch (*see* page 166), **in the Valais, by the Albrun Pass.** Time, 12 hours. A guide should be taken. Fee, 13 francs. The path ascends and passes the **Lago di Lebendun**, crosses the **Col di Vanin**, and leads to the summit of the Pass (7,907), called in Italian **Colle d'Arbola**. From thence we proceed to **Imfeld** (5,149), where experienced travellers may dispense with the guide. The next village of importance (1 hour) is **Binn**, in the **Binnen Thal**, where refreshments can be procured, and, if necessary, beds obtained at the curé's. From this point an ascent of the **Bettlihorn** (9,742) can be made. Time, 6 hours. Guide necessary; obtainable in the village; fee, 8 francs. View splendid.

From **Binn** a new bridle-path leads to Lax or Fiesch.

From Andermatten to Cevio in Val Maggia.

Time, 9 hours. Guide necessary. Fee, 9 francs. The route is by a steep ascent to the **Criner Furca** (7,637); thence a descent to **Bosco** (4,931). Small inn here. From this point to **Cevio** the route is not particularly attractive. Time, 4 hours. To the north of Cevio, 3½ miles, or 1 hour, is the village of **Bignasco**, where there is a small hotel. The situation of this place is romantic and delightful. From Bignasco there is a daily diligence to Locarno (*see* page 382). Time, 3½ hours. Fare, 2 f. 90 c.

NOTE.—Airolo can be reached from Bignasco (*see* page 186 for route).

Continuing our journey to Domo d'Ossola we pass through the magnificent DEFILE OF FOPPIANO, and in half an hour

Digitized by Google

reach RIVASCO. Here a new carriage-road commences and runs all the way to Domo d'Ossola, a distance of 19 miles. The scenery now quite changes in its character. A village called S. Rocco (humble inn) is passed, where there are some slate-rocks which contain garnets. Three miles further we reach PREMIA (cross route to Fiesch, *see* page 166, by the KRIEGALP or GEISSPFAD PASS). Time, 13 hours by Kriegalp. Guide necessary; 12 francs. Not a very attractive route. By the GEISSPFAD PASS (also called BOCCA ROSSA, 8,120), the views are much more imposing, and the time is less, namely, 9 to 10 hours. Guide's fee, 10 francs. From Premia carriages are sometimes to be had, though they are by no means certain in the season. The fare to Domo d'Ossola is 10 francs. The Val is now known as VAL ANTIGORIO, and is highly picturesque. Six miles further is the village of CRODO, where is situated the Italian custom-house. About 5 miles below Crodo the road unites with the Simplon by the high bridge of CREVOLA (*see* page 164), which is at the mouth of the *Val di Vedro*, and close to it is the confluence of the *Doveria* and *Toso*.

DOMO D'OSSOLA (*see* page 164).

ROUTE TO RHONE GLACIER (*continued*).

Leaving Ulrichen, we reach OBERWALD, a dirty village, with small hotel, *de la Furka* (very poor). The direct route to the GRIMSEL PASS diverges to the left. The Valley of the Valais ends here. Scenery now becomes very wild; mountains rise up precipitously, with bare, rugged sides; ascent very sharp, and doubles back on itself (short cuts for pedestrians). At length, sternness and desolation. Behind, glacier-clad peaks, and on each side masses of shattered, riven rocks, which at times seem poised ready to crash down on the unwary traveller, and testifying, in a marvellous manner, to the silent forces of nature which are everywhere at work in the Alps, slowly but surely destroying the hills and mountains. As the road still ascends, desolation and solitude increase. Vegetation grows scant; even the hardy pine ceases to flourish, and there is a strange absence of animal life. Tinkling cow-bells and the fall of waters are the only sounds that fill the air while below, in its rocky confines, thunders the young Rhône.

Soon after the 48th kilometre-stone is passed, the traveller crosses, by means of a stone bridge, a narrow chasm, through which the river hurls itself with appalling fury. From this point the Grimsel route is seen winding its way up the preci-

Digitized by Google

pitous slopes of a barren, rocky mountain, called the MAIENWAND. A short cut from the bridge, over broken rocks, effects a great saving; and when the road is regained, and a projecting buttress rounded, the magnificent Rhône Glacier, surmounted by its giant rock peaks, suddenly bursts on the view.

24. THE RHONE GLACIER.

Hotel, very comfortable, attentive people. Only open in summer. English Church Service on Sunday. If you intend to stay, you should telegraph for beds, as the house is frequently crowded.

The hotel stands amidst a scene of the wildest and most imposing grandeur. Twenty years ago the glacier almost came up to the door, now it is three quarters of a mile away, owing to retrogression. Its yearly shrinking is marked by rows of painted stones. For some time a series of most interesting experiments have been carried on, with a view of determining the rate of motion of the glacier (*see* special article on Glaciers), which, flowing between the Gerstenhorn (10,450), and the Galenstock (12,000), extends for 15 miles. At the foot of the glacier is a cavern in the ice, whence issues the baby Rhône, which, gradually acquiring strength and volume, becomes a mighty river, falling finally into the Mediterranean at Marseilles, after a course of 500 miles.

Excursions from Rhone Glacier.

To the Glacier and over its lower part. Guide, 3 francs. Visit the ice cave. Fee, 1 franc.

Ascent of the Galenstock. Magnificent excursion, but for the experienced only. Good guide indispensable. Fee, 12 francs. Time, 9 hours. Nearly the whole time on ice and snow. The Rhône Glacier is traversed to its junction with the **Tiefengletscher**, which rises steeply, is covered with snow, and is deeply crevassed. On no account discard the rope here. Some bare rocks are reached, which form a sort of parapet on the very edge of a tremendous precipice, that goes down to the Furka Pass. From here the ascent is continued by steep snow slopes. If the snow is very hard, steps have to be cut. The summit is a rounded dome, the snow curling over to the east in stupendous cornices. Great care must be taken not to approach these cornices, for, should they give way, the traveller would be precipitated in one fall from 2,000 to 3,000 feet. The view is amongst the finest in the Alps, and embraces an immense area of snow-clad peaks, one of the most conspicuous being the gigantic Finsteraarhorn (14,026) (*see* next page).

Digitized by Google

Cross Routes from Rhone Glacier.

The Grimsel Pass by the Maienwand. The path commences behind the hotel, and zigzags up into a scene of the utmost weirdness. In 3 hours the **Todtensee** (Lake of the Dead) is reached. The lake was used as a burial-place for the French and Austrians during their struggle for supremacy in the summer of 1799. The Austrians were intrenched here, when the French, piloted by a traitor to his country, poured down from Nägeli's Grätli (8,471) on the north of the Pass, and, taking the Austrians by surprise, almost cut them to pieces.

There is an inn here; generally full in summer. Road now descends to the Grimsel Hospice. Inn crowded in summer.

25. GRIMSEL HOSPICE.

(6,200.) Situated amidst scenery that might not inaptly be described as infernal in its aspects. It is a favourite rendezvous for mountaineers, and is visited annually by many thousands of tourists. The Finsteraarhorn cannot be seen from the Hospice, but a few yards off is a rocky hillock called the NOLLEN, and from here the monster can be viewed in all his majesty.

Ascents from the Grimsel.

The Finsteraarhorn (14,026). This mountain is the highest of the Bernese Oberland Alps, and in stupendousness and grandeur is scarcely inferior to any mountain in Switzerland. (It can also be ascended from the Eggischhorn, and from Grindelwald. *See* page 226.) From the Grimsel the night must be passed in a cavern at a height of 9,270. Plenty of warm wraps are needed, for the cold at all times is intense. From here the route is over the west side of the mountain, by rocks, ice, and snow, and the ascent from the cave occupies 7 to 8 hours, sometimes longer, according to the state of the snow. The work is of the most trying description, and dangerous, and 2 thoroughly experienced guides are necessary. Fee, 100 francs each. Under no circumstances should it be attempted except in perfectly settled weather. The view from the summit is fascinating.

The Unteraar and the Oberaar Glaciers. They lie to the west of the Hospice. The latter is full of tremendous crevasses. A mule can be taken to the foot of the Unteraar. Time, 4 hours. Ladies may cross the glacier with a good guide. At the junction of the two glaciers is a moraine, upwards of a hundred feet in height. Tradition says that this spot was once smiling and beautiful pasturages, since destroyed by the advance of the ice. In 1827 a hut was built on the lower glacier by an eminent Swiss naturalist, named Hugi. The hut moved with the glacier, and by 1840 had travelled 2,000 yards. Many experiments have since been made by eminent savants, including Agassiz, and it has been conclusively proved that the

Digitized by Google

stupendous mass of ice moves at the rate of 9 inches in the 24 hours.

The Kleine Sidelhorn (9,000). Time 2½ hours. Guide necessary, 4 francs. Magnificent view. Ladies can undertake it. (This should not be missed.)

The Ewig-Schneehorn (10,950). For the experienced only. Good guide necessary, 12 francs. Time, 9 hours. Most magnificent view.

Cross Routes.

To the Eggischhorn by the Oberaarjoch (10,645). Very difficult. Two guides, 35 francs each. Time, 15½ hours.

To Fiesch by the Studerjoch (11,950). Two guides; fees, same as above. Time, 15½ hours. Very difficult, but highly interesting.

To the Furka Pass over the Rhône Glacier. Time, 5 hours. One guide, 6 francs. A beautiful excursion, and not very difficult.

To Grindelwald by the Strahlegg (10,994). A grand excursion, but difficult. Time, 13 hours—11 on snow and ice. Two guides necessary for the inexperienced; fee, 35 francs each.

By the Lauteraarjoch. Difficult and dangerous. Time, 18 hours. Two guides. Fee, 40 francs each. Peter Rubi, a celebrated guide of Grindelwald, and two travellers, perished on the Lauteraarjoch on the 18th of July, 1880.

From the Grimsel to Meiringen the route is most imposing and savage.

THE HANDECK FALLS. Magnificent; the water leaps in one fall 275 feet. There is an inn here, where poor accommodation may be had. A platform has been erected just above the falls. Fee, ½ franc—perfectly safe. (For continuation of route *see* Meiringen, page 233.)

26. MARTIGNY TO AOSTA BY GREAT ST. BERNHARD.

Time, 16½ hours. To the Hospice, 10½ hours; thence to Aosta, 6 hours; from Aosta to the Hospice, 7½ hours; thence to Martigny, 9½ hours. Carriage-road only as far as the *Cantine de Proz* (24 miles). Thence to *St. Remy* there is a bridle-path; after St. Remy, carriage-road again. Diligence in summer as far as Orsières (12½ miles). Carriages, one horse, to Orsières, 15 francs; two horses, 20 francs. Bourg St. Pierre, 25 to 40 francs; Cantine de Proz, 30 to 45 francs. Those who wish to ride between Cantine de Proz and the Hospice should arrange with driver for saddles; in that case the increase in fee will be about 10 francs per head; mules, however, can be had at St. Pierre for 6 francs each. Therefore, it is cheaper to take the carriage as far as St. Pierre only, where it will wait if

Digitized by Google

you are returning to Martigny. The above fares include the return journey.

The night can either be passed at St. Pierre or the Hospice, where hospitality is dispensed gratuitously; but every one should contribute as much to the poor-box as he would have to pay at an hotel.

To accomplish the journey in one day.—Drive to St. Pierre, walk thence to St. Remy, where a carriage (one horse, two persons, 12 francs; two horses, 20 francs) can be obtained for Aosta. The start from Martigny should be made early in the morning.

NOTE.—The whole route is very much exposed to the sun.

The PASS OF THE GREAT ST. BERNHARD is noted more for its sterility and weirdness than for beauty, and were it not for the Hospice the possibilities are it would not be traversed often. It was used by the Romans as a military pass before the Christian era; since then often; and in the year 1800 Napoleon, with 30,000 men, crossed it on his way to Italy; and on the 14th of June following he fought the famous Battle of Marengo.

The road is carried over the impetuous Dranse, where it forces its way through a stupendous gorge. In 2 hours the GALERIE DE LA MONNAIE is reached; length, 210 feet. In 1818 there was a tremendous avalanche of rock at this spot, in consequence of the bursting of a glacier in the Val de Bagne.

The **Val de Bagne** is especially interesting and rich in grand scenery. Carriages can go for 8½ miles up to a place called **Lourtier.** Thence there is a mule-track over the **Giétroz Glacier,** which was the cause of so much ruin and mischief in 1818. The ice forming across the valley dammed the Dranse, which became an enormous lake. Many hundreds of peasants worked night and day trying to pierce the barrier, but failed; and at last it burst with a stupendous roar, and the erstwhile imprisoned waters sped on their errand of destruction, almost totally destroying Martigny. Troughs have since been erected so that water may constantly fall upon the ice, and thus prevent it forming again. 2 hours beyond Lourtier there is a very good inn; 2 hours more and some chalets are reached, where beds are procurable. From thence the **Col de la Fenêtre** (9,100) may be gained, from whence there is a magnificent view. The descent can then be made in 3½ hours through **Val Pellina** to Aosta. We recommend this route to pedestrians.

ORSIÈRES. *Hôtel des Alpes* (a house of extortion). Prettily situated village, with a population of nearly 3,000. Stands at the junction of VAL FERRET, which branches to the right (*see* page 139), and VAL ENTREMONT.

Digitized by Google



Digitized by Google

Digitized by Google

Cross Route from Orsières.

To Courmayeur by Col de Ferret (8,050). Magnificent view of Mont Blanc chain and glaciers from summit. Time, 11 hours. Guide necessary. For good pedestrians only.

Orsières to Martigny by the Val Champey. Time, 7 hours. Ascent at first very steep. Guide not indispensable. This excursion is better made from Martigny to Orsières.

From Orsières the road rises very steeply and doubles back on itself several times.

LIDDES (4,400). A dirty village. Hotels: *Union* and *Angleterre* (both fair). Mules here for Hospice. Fee, 6 francs.

BOURG ST. PIERRE, also called *St. Pierre Mont-Joux* (5,360). Auberge. There are good guides here. Old church of 11th century, a Roman monument, and remains of a fort.

Excursions from Bourg St. Pierre.

Tête du Bois, 3 hours. Guide, 6 francs; mule, 6 francs. Magnificent view.

Valsorey Valley. Beautiful excursion. Time required, 5 hours. Guide, 8 francs.

Ascent of Grand Combin (14,170). Very difficult, but very grand. Good climbers only; novices must not attempt it. Time, 14 hours. Guide, 40 francs. Rope and axe needed. Better to pass the night at the **Chalets de Valsorey**; from there it is 6 hours' hard work to the summit, and 4 hours down. The last 2 hours up are very trying.

HISTORICAL NOTE.—Napoleon effected the passage of the Great St. Bernhard in four days, in May, 1800. He had been told by his engineers that the route was not practicable. "We will make it so," he is reported to have answered. He started with 30,000 men, and all the munitions of war. The guns were dragged up on sledges, and the carriages conveyed on the backs of mules. At the Hospice the monks entertained the fagged soldiers.

Beautiful scenery for 3 miles onward, to—

CANTINE DE PROZ. Wild situation; lonely auberge. Carriage-road ends here at present, but is to be continued to the other side. This place is now in telephonic communication with the Hospice.

Ascent from Cantine.

Mont Vélan (12,360). Difficult. Time, 10 hours. Guide, 25 francs. Route over steep (and, at some times, dangerous) glaciers, and slippery rocks, not to be attempted by novices. View wonderfully grand. Rope and axe required.

Onward, the ascent is exceedingly steep and rough to the summit (8,000), and the time occupied is about 2½ hours. It is a region of sternness, barrenness, and desolation; scarcely anything grows, and it is most appropriately termed the VALLÉE DES MORTS.

Digitized by Google

THE HOSPICE.

It was founded in 962, and consists of two buildings. One contains chapel, apartments of the monks, and accommodation for strangers. The other building is in case the larger one should be destroyed by fire. Close to it is the celebrated Morgue, where the bodies of those who have perished in the snow are placed. The intense cold of the sterile region prevents decomposition, and the faces of the dead are recognisable years after death. Delicate ladies and weak-nerved people should not look into the Morgue.

Travellers are courteously received by one of the brethren; *déjeuner* at 12, dinner at 6. The piano in the Hospice was given by the Prince of Wales. About 20,000 visitors and travellers visit the Hospice annually, but, to their shame be it said, their united contributions amount to a ridiculously small sum. About fifteen monks, with seven attendants, remain here all the dreary winter; and so severe is the climate that these devoted men suffer terribly from rheumatism and other diseases, and become old before their time. The amount of good they do is incalculable, as they minister to the sick and old people who are comfortably lodged in an asylum at Martigny. Therefore, every one partaking of the generous hospitality of the place should remember, that unless a liberal return is made in the shape of a contribution to the poor-box, the poor must ultimately suffer; so we beseech you to give, and give liberally, for what is given to you in the most Christian charity.

The celebrated dogs are not the pure breed of St. Bernhard, which is said to have come originally from the Spanish Pyrenees. The old stock died out through disease and accidents, and those now found there are a cross between the Newfoundland and Pyrenean mastiff. Their intelligence is marvellous, and they are used to trace travellers lost in the snow. To these sagacious animals many a person owes his life.

The expenses of the monastery amount to nearly £1,800 per annum. This sum is derived partly from the revenues of the monastery (which are not large), from annual collections in different parts of Switzerland, and from contributions of travellers, which, it is sad to say, form a very small item in the sum total.

The present building, which is of stone, dates from the 16th century. The church was erected in 1680. The dining-room has a collection of pictures presented by travellers. There is a library, containing, besides some valuable books, a most

Digitized by Google

interesting collection of ancient and modern medals, and some Roman relics found in the neighbourhood.

Anything more awfully desolate and savagely repellent than this region in winter does not exist, possibly out of the Arctic regions. The mean temperature is 30° Fah.—that of Spitzbergen. The brethren generally commence their service at the age of 18, and continue for 15 years, by which time they are, as a rule, utterly broken down. The winter cold is intense, the snow of tremendous depth, and the storms (*tourmentes*) fearful. Then it is that the courage and self-denial of these devoted men, and the marvellous instincts of their splendid dogs, are tested to the utmost; and should any luckless traveller be overcome with fatigue or cold (a frequent case) he may depend upon succour reaching him from the Hospice, if it is at all possible—for neither storms nor snow can deter the brethren and dogs from going forth to give help where needed. All through the lonely, awful winter months they are ever on the alert. There is a small lake close to the Hospice. A thin crust of ice often forms on the water even in the height of summer.

Cross Routes from the Hospice.

To Martigny by Col de Fenêtre, 10 hours. As a return-route for pedestrians, this is strongly recommended. Guide not absolutely necessary, but better to take one. Fee, 10 f. Should be engaged at St. Pierre.

To Courmayeur by Cols de Fenêtre and de Ferret. Time, 11 hours. A guide is necessary; fee, 12 francs. This is a very fine excursion indeed for good walkers, and one that is free from danger.

On leaving the Hospice, and commencing the descent on the Piedmontese side, the scenery improves in beauty. The frontier between Switzerland and Italy is crossed in about 1½ hours. A pile of stones bearing the arms of the two countries mark it.

ST. REMY. *Hôtel des Alpes Pennines* (fair). First Italian village. Custom-house here; luggage examined. Carriage-road begins again. Above the village to the west rises the mountain PAIN DE SUCRE (9,600), so called from its resemblance to a sugar loaf. Distance from here to Aosta, 13 miles.

ETROUBLES (4,000). Auberge; uninteresting village; further on, fine view of Valpellina Valley, with snow summit of Mont Colon and the splendid Grand Combin. Steep descent by windings to GIGNOD; curious Roman tower here; the church that is seen below is ROYSAN, and the village further on VALPELLINA. Hence, onward, scenery softens down and becomes thoroughly Italian. Beautiful view of the pyramidal mountain of Grivola, and the southern spurs of Monte Rosa.

AOSTA (*see* page 141).

Digitized by Google

27. AOSTA TO SION BY PRARAYEN, THE COL DE COLON (10,250), THE VAL D'HERENS, AND EVOLENA.

This is one of the most magnificent excursions in the Alps, but no one should undertake it who is not a good walker; 2 days at least will be required. Guide necessary to COMBE D'AROLLA; fee, 18 francs. Provisions should be taken.

The road runs through the Val Pellina as far as Prarayen (6,598); mule-track to this point. There is no hotel at Prarayen, but accommodation can be had at the chalets.

The ascent now becomes steep, and passes through a desolate glen known as the COMBE D'OLEN. Thence the way leads over the GLACIER DE COLON (rope and axe) to the summit of the pass, which is marked by an iron cross fixed in the rocks. The view from here is exceedingly grand, although limited; the base of the rocks of Mont Colon are now skirted. These rocks are celebrated for their remarkable echoes; the playing of a cornopean, or the firing of a pistol, has a wonderful and beautiful effect. The route now becomes difficult as it descends the steep rocks on the east side of the ice fall of the GLACIER D'AROLLA.

The foot of the glacier, which is of great extent, is then traversed to the

COMBE D'AROLLA, which is the west arm of the Val d'Hérens, as the valley divides at *Haudères*. Near the Chalets de l'Arolla we come to—

HAUDÈRES. Hotel: *du Mont Colon* (very comfortable). This hotel is magnificently situated, and is an excellent centre for many beautiful excursions and ascents, which are described in order:—

Excursions and Ascents from Hôtel du Mont Colon.

Cascade des Ignes. Time, 2 hours; guide unnecessary. Take the path which rises to the west near some chalets, when the hamlet of **Lousse**l (6,830) will be reached. A little above the houses is the **Lac Bleu** (Blue Lake), and to the left of it the Cascade. The view is very beautiful, and embraces Mont Colon and the Aiguilles Rouges, which form the barrier of the Chamounix Valley.

Ascent of Mont Colon (11,948); very difficult. Wonderful and magnificent view. Guide (two for less experienced), 30 francs; time, 12 to 14 hours.

L'Evêque (12,264). A mountain to the south of the Colon, and not so difficult to ascend. Guide, 20 francs; time, 9 to 10 hours.

The Petites Dents (10,475), **Grandes Dents** (11,237). The latter the better of the two, but difficult. View beautiful; guide, 20 francs; time, 9 to 10 hours. Between these two mountains is

Digitized by Google

Col de Zarmine (10,100), by which **Ferpècle** may be reached, but it is exceedingly trying, and sometimes dangerous.

To Zermatt by Col de Bertol (10,732). Time, 13 to 14 hours. Guide, 20 francs. Beautiful excursion, but trying, as very difficult rocks and a precipitous ice slope have to be climbed. Axes and rope indispensable, and the guide should be thoroughly trustworthy. The descent to Zermatt is by the **Stockje** (*see* page 154).

To Val de Bagne by Col de Chermontane (10,127). 12 to 13 hours. Exceedingly trying. Guide, 20 francs. There is much snow and ice work in this expedition; ice-axes and good rope important.

From Arolla there is a bridle-path (mules can generally be obtained in Arolla) to (4 hours) EVOLENA (4,529). Hotel: *Evolène* (very good). A magnificently situated village, with imposing glacier views and good starting-point for excursions; good guides can always be obtained here.

Excursions from Evolena.

Glacier de Ferpècle. Time, 3 hours. Guide, 6 francs. Very fine.

To La Sage and Forclaz 1½ hours. Splendid view of Dent Blanche and Glacier de Ferpècle; guide not necessary.

Ascent of the Sasseneire (10,700). Magnificent view of Bernese Oberland; time, 6½ hours. Guide, 12 francs. Not difficult, but fatiguing.

Pic d' Arzinol (9,852); lies to N.W. of Evolena; time, 4 hours. Guide, 6 francs; mule-track for 3 hours. This excursion is strongly recommended. It is suitable for ladies. Panorama from summit is exceedingly grand.

To Ferpècle. *Hôtel du Col d'Hérens* (good). Bridle-path all the way; time, 2½ hours. Guide (5 francs) is not necessary. Splendidly situated at the foot of the glacier of that name.

To Zinal, Vissoye, or St. Luc, in Val d'Anniviers by Col de Torrent (9,590). Time, 11 hours. Guide, 16 francs (not necessary). Striking view from the summit. Bridle-path very steep all the way; mule and man, 16 francs and fee. Just below col is a small lake. The traveller descends into **Val de Torrent**, and reaches the only village, called **Cremenz.** If he is going to Zinal or St. Luc, he should keep to right; if to Vissoye or Sierre, along left bank of river until he is directly opposite Vissoye.

From Evolena to Sion, 18 miles. There is a post conveyance in the summer. It only has three seats. Time, 5 hours. Fare, 5 f. 40 c. Carriage and one horse, 15 francs. Magnificent views are obtained of the mighty Dent Blanche, the Dent d'Hérens, and the great Glacier de Ferpècle.

SION (*see* Rhône Valley route, page 147).

28. SIERRE to ZINAL by VAL D'ANNIVIERS.

Sierre is the next station, on the Rhône Valley line, to Sion. Carriages can be taken to VISSOYE, 14 miles. One horse, 15 francs. Thence there is a bridle-path to Zinal in 3¼ hours.

Digitized by Google

Mules can be obtained at Vissoye. The road in many places is carried over the face of stupendous precipices and through projecting rocks by means of tunnels. The scenery of the valley is imposing and grand, and commands occasionally beautiful views of the snows of the Rothhorn, Besso, Dent Blanche, and Matterhorn. Two miles from Vissoye we reach FANG, which is lower down than the road. The mule path for St. Luc commences here.

VISSOYE (4,018). *Hôtel d'Anniviers* (good). Principal village in the valley. Mule-path now onward to—

ZINAL (5,600). *Hôtel du Durand* (good). The landlord is a guide. The valley is closed in at its southern end by the tremendous Glacier DURAND, which comes from the Ober-Gabelhorn.

Excursions and Ascents from Zinal.

To Glacier Durand, also called **Glacier de Zinal.** Time, 2½ hours. Guide not necessary, unless the glacier is crossed.

Alp l'Allée (7,184). Time, 4 hours. Guide not necessary. Path easily found. Magnificent view of gigantic mountains and stupendous glaciers. The Dent Blanche and Weisshorn very conspicuous.

Alp Arpitetta (7,430). In the same direction, and at foot of Glacier Durand. Grand view of Moming Glacier and Weisshorn. The two last-named excursions can be combined if the passage of the Durand Glacier is made, but this must not be attempted without a guide.

To the Club Hut on the Mountet (9,394). Time, 6 hours. Guide imperative, 12 francs (rope and axe). The Durand Glacier is ascended for some distance. The view is most imposing, and includes Dent Blanche, Gabelhorn, Grand Cornier, Bouquetin, Trifthorn, Rothhorn. Opposite the Mountet is a rock called **Roc Noir** (10,262), from which the view is much grander. Another hour required for this.

To Zermatt by the Trift Joch or Col de Zinal (11,614). Time, 10 to 12 hours. Guide, 30 francs. For the experienced only. The night had better be passed in the Club Hut on the Mountet. From thence the road is up steep ice and snow slopes to the base of the **Trifthorn** (12,300). From thence to the summit is the most trying part, as difficult rocks have to be scaled, though these have been rendered comparatively easy of late by means of rope and chain attached to the most dangerous places. The summit, which is exceedingly narrow, commands a wonderful view. The descent is steep, and sometimes it is difficult to cross the Bergschrund to Zermatt by the Trift Glacier.

To Zermatt by Col Durand or **Col de la Dent Blanche** (11,400). [*Note.*—Col Durand is the name given to this pass by the Swiss Federal map.] 11 hours. Longer and more difficult but grander route. Guide, 30 francs. Night should be passed in Mountet Club Hut. Only trained climbers should attempt either of the last-named routes.

Digitized by Google

To Zermatt by Moming Pass (12,688). Still more difficult, and not free from danger. Guide, 35 francs. Two guides necessary. Time, 15 hours.

To St. Luc. It may be reached by mule from Vissoye in 1 hour. The ascent is very steep.

Ascent of the Diablons (11,836). This is an isolated peak, and commands a very grand view. The only really difficult part is near the summit, where some exceedingly steep rocks have to be climbed. Time, about 11 hours.

The Rothhorn can be ascended from here, but it is far more difficult and dangerous than from Zermatt side.

29. ST. LUC TO ST. NIKLAUS IN VISP VALLEY.

ST. LUC (*see* page 180). A prettily-situated village (5,500). *Hôtel de la Bella Tola* (fair). Above the hamlet is a rock, the "Druids' Stone," said to have been an altar.

Bella Tola may be ascended in 3½ hours. Guide not required. Mule-track to the top. Horse and man, 8 francs and fee.

View one of the most imposing in the Alps. It embraces the Valaisian and Bernese Alps, and is said to command a circle of 260 miles. To the north is the magnificent Gorge of the Dala as far as the Gemmi. To the south a range of mountains from Monte Leone on the Simplon to Mont Blanc.

Looking up to south, from St. Luc, a long ridge will be seen, with an hotel called *Hôtel du Weisshorn*. The ridge is known as the Tête du Mouton. There is not much view from it; but an hour from the hotel, by a track along the mountains, a most imposing view of Matterhorn, Dent Blanche, Weisshorn, and Glaciers, is obtained. The ascent to the hotel takes 2½ hours.

The road to St. Niklaus is to south of the Bella Tola, and then down into the Turtman Valley by the PAS DU BŒUF (9,154) to GRUBEN (6,068). *Hôtel du Weisshorn* (comfortable). The descent from the pass is on the east side, through what is known as the *Borterthal*. From Gruben to St. Niklaus there is a bridle-path. Time, 8 hours (9½ if an ascent of the Schwarzhorn is included). Guide had better be taken; fee, 10 francs. The summit of the Augstbord Pass (9,507), which lies between the Steinthalhorn (10,450) on the south, and Schwarzhorn (10,531) on the north, can be reached in 4 hours from Gruben. From the Pass the ascent of the Schwarzhorn is made, 1½ hour. No difficulty. Splendid view. The descent into the Visp Valley is not particularly interesting, and the path is rough and unpleasant. In 3½ hours the traveller gains ST. NIKLAUS (*see* Visp to Zermatt, page 149). Another route to Gruben is by the MEIDEN PASS (9,154). Time, 5 hours. There is a mule path for an hour and a half; after that, a well-defined path.

Digitized by Google

30. BEX TO SION BY COL DE CHEVILLE (6,694).

BEX, situated on the Avançon (*see* route Villeneuve to Martigny, page 108). *Hôtel des Bains* (good), *Hôtel de l'Union* (good), *Hôtel Bellevue* (good), *Pension du Crochet.* In the summer and autumn this small but beautifully-situated town is crowded with visitors, who come for the milk and grape cure, as well as to bathe in the saline waters which flow from salt-mines. The town is ¾ of a mile from the station. Omnibus, 50 cents. Three miles in a north-east direction are the salt-works of Deens and Bevieuvx. Six hours are required to visit them. One of the galleries is 7,000 feet in length. The salt is obtained from an argillaceous slate, which is soaked in water. There are also brine-springs, which are made to yield their salt by a process of evaporation. If a guide is taken, his fee is 5 fcs.

Excursions from Bex.

Le Montet. A hill half an hour's walk to the north. Fine view.

To the Boët, and Tour de Duin. These lie to the south-east. One hour. There is a ruined tower and fine view.

To Les Plans (3,612). One hour. Pensions: *Bernard, Merletaz* (both fair). This village is beautifully situated in the Vallée des Plans, and is a good centre for excursions to Croix de Javernaz (6,910). 3½ hours. Guide not necessary. Glacier de Plan Nevé. 3 hours. Guide, 6 francs. Ascent of Argentine (7,982). 4½ hours. Guide, 8 francs. Dent de Morcles (9780). 7½ hours. Guide, 10 francs. Splendid view. Tête à Pierre Grey (9,548). 7½ hours. Guide, 10 francs. Grand Muveran (10,050). 8 hours. Guide, 12 francs. To Anzeindaz (*see* below) by Col des Essets.

A glance at the map will show that between St. Maurice and Sion the railway almost forms a triangle, the apex being at Martigny. The route described in this section crosses the base of the triangle. Time required, 12 hours. It is better to drive to GRYON, to which there is a good carriage-road, and sleep there. One-horse carriage costs 8 francs. A guide is necessary from ANZEINDAZ, over the Col. The road is very bad in places. From Bex it ascends in zigzags (short cuts for pedestrians) for 8 miles to GRYON (3,717). *Pension Dunssay, Pension Morel* (both fair). Here carriage-road ends. Mule to Col, 4 hours; with man, 22 francs.

NOTE.—There is a cross route from Gryon to ORMONT DESSUS by the Pas de la Croix (*see* page 200).

Soon after leaving Gryon, the four peaks of the Diablerets come in view, and the road gets stony and ascends in windings for 4 miles, whence the chalets of ANZEINDAZ (6,224) are reached. There is an inn here, with a few beds. It is not open after

Digitized by Google

September, nor before June. Guide can be procured for the Pass. It is only necessary to take him as far as LISERNE (*see* next page). Fee, 12 francs.

The Diablerets may be ascended from this point in 5 hours, but it is a most trying excursion, and not free from danger, while the view obtained hardly repays the toil.

Time from here to the Col, 4 hours. The traveller now stands on the barrier dividing the cantons of Valais and Vaud, and looking over the Valais a magnificent view is unfolded, the Weisshorn being very conspicuous. The descent (keep to the left) leads past a waterfall, and in half an hour reaches the CHALETS DE CHEVILLE. The stream must be crossed here, and the zigzags to the right descended for half an hour, when the LAC DE BERBORENCE (4,720) will be reached. This is a terribly wild and weird scene, and the country people call it the "Vestibule of Hell." There have been disastrous landslips here, and in 1714, and again in 1749, portions of three of the five peaks of the Diablerets fell with an appalling crash, the first-named instantly involving in ruin a village which stood at their base. Sixty chalets were destroyed, together with sixteen people and upwards of a hundred animals. The two remaining peaks are not likely to stand much longer; they are composed of limestone on top of schistose rock; the water percolates the latter, and thus undermines the mass. One cannot linger in the spot for an hour without hearing an avalanche of stone rushing down. The glacier which is seen is the SANFLEURON.

In 1 hour from the lake the path crosses the LISERNE (guide may be dismissed here). Follow the left bank of the river ascending a little to near some chalets (BESSON). Here the path narrows and seems to hang over the river, but is perfectly safe. At the end of the gorge the CHAPELLE ST. BERNARD will be reached; and from this point a magnificent view of the Rhône Valley is obtained. Descend now to left, and reach in ten minutes a small village, AVENT—no accommodation here.

In half an hour more village of ERDES reached. Passing last house, road descends to right until you come to cross roads, then turn left as far as ST. SÉVERIN (½ hour), a pleasantly-situated village belonging to CONTHEY, which is a great wine-growing village. In ½ a mile more you cross the bridge which spans the Morge, and then by the high road for 2¼ miles reach—

SION (*see* page 147).

Digitized by Google

31. THE RHONE GLACIER TO ANDERMATT

BY THE FURKA PASS.

DISTANCE, 22 MILES. (For Diligence, *see* page xii.) The journey from Brieg to Andermatt can be performed in one day by diligence; time, 13 hours, allowing a halt of 1 hour at Rhône Glacier for dinner. One clear day should certainly be spent at the Rhône Glacier, and a visit made to the Grimsel by those who do not come that way, and are going over the Furka.

One-horse carriage, 25; two horses, 40 francs. A bargain can be made, however, at a much less rate for a return carriage, of which there are plenty in the summer. The Furka Pass, while not being able to compete, in point of grandeur, with other passes in the Alps, is, nevertheless, unique in scenic pictures that can scarcely fail to arouse the enthusiasm of the beholder. The road crosses the little bridge nearly opposite the door of the hotel, and then zigzags up to the summit. The road is a military one, and splendidly made. As the diligence goes very slowly to the top of the Pass, travellers should walk, and take a near cut which begins on the other side of the bridge from the hotel. The views of the Rhône Glacier are very magnificent, and the stupendous ice fall with its towering séracs is well calculated to fill one with a mingled sense of awe and wonder. The road passes close to the glacier, and the *second* and *third* bends offer the best points for realising the immensity of the ice field. To the south, across the valley, is the MUTTHORN, with its dirty-looking glacier. At the summit of the Pass (8,000) the snow often lies all the year round. There is an hotel here called the *Furka*, which can be well recommended. Her Majesty Queen Victoria was a visitor here in August, 1868, and was greatly charmed with the neighbourhood. The summit commands an unsurpassed view of the Upper Valais, and embraces several of the highest mountains of the Oberland, as well as the Matterhorn, Mischabelhörner, and the Weisshorn. The road now commences to descend rapidly (short cuts for pedestrians). On the left, soon

Digitized by Google

after leaving the summit the SIEDELNGLETSCHER will be observed with a splendid waterfall issuing from it, and soon a splendid view of the URSERENTHAL is obtained, and, in the far distance, the road that crosses the Oberalp to Reichenau and Chur can be seen. The whole journey, down into the level bottom of the valley, which is watered by the Reuss, is replete with interest. Very little cultivation is done in the valley, owing to the long winter, which lasts for eight months.

HOSPENTHAL (4,800). Hotels, *Meyerhof* and *Löwe* (both good). Two miles from Andermatt (*see* page 188). The Pass of the St. Gotthard commences here.

32. ST. GOTTHARD PASS.

The road over the St. Gotthard was begun in 1820, and finished in 1830. It has a uniform breadth of 18 feet. It cost, in English money, £71,610. Before this road was made there was a rough bridle-path, from 10 to 15 feet in width. The English mineralogist, Greville, was the first person to cross the Pass in a wheeled vehicle. He performed the feat in 7 days (1775), at a cost of 18 guineas. This old road was one of the most frequented Alpine passes between Germany and Italy. The present road is often impracticable in winter for days together, owing to snow storms. At such times the Italian mail bags were carried over by men specially employed in the service. Several of these carriers have sacrificed their lives in performing their duties. These things, however, are now matters of history, as the opening of the tunnel (*see* page 264) will divert the greater part of the traffic to the railway. The HOSPICE, on the summit of the Pass, has existed for nearly 600 years. Divine service has been performed in the chapel ever since 1631, having been instituted by a bishop of Milan. The Hospice was nearly totally destroyed by an avalanche from Monte Rosa in 1775, and in 1799 it was burnt by the French on their being forced to retreat before the Russians under Suwarrow.

Road turns to the right and ascends in long windings. Retrospective views are very fine. After the first cantoniera has been passed, the Canton of Ticino is entered. From the second cantoniera, a digression of half an hour can be made to visit the LAKE OF LUCENDRO (6,834). The path begins at the Rodont Bridge. The water is perfectly green, and is shut in by snow peaks and glaciers. This should not be missed. The main road can be rejoined near the summit of the Pass (6,936). The road skirts several lakes, and reaches the *Auberge del S. Gottardo*, Italian inn (cannot be recommended). *Hôtel du Monte Prosa*, opposite, is better. Post and telegraph here. Close to is the HOSPICE, erected at the cost of the canton, for the accommodation of needy travellers, who are lodged free of charge. There are 16 beds. A considerable trade is done in Newfoundland dogs, but the prices asked from travellers are extortionate; 40 francs should purchase a puppy 3 months old. There is a mortuary chapel in the hamlet. It is filled with the bones of French and Russians who fell in the battles of 1799.

Digitized by Google

Ascents from the Hospice.

God guides to be had.

Pizzo Centrale (9,855). Easy. Time, 4 hours. Guide, 7 francs. Splendid view. One of the finest in Switzerland.

Monte Prosa (8,990). Time, 3 hours. Guide, 5 francs. Not difficult. View fine, but not so grand as from the Centrale.

Pizzo Lucendro (9,750). Time, 5 hours. Guide, 7 francs. Beautiful view.

The Fibbia (9,000). Time, 3 hours. Guide, 5 francs. Fine view of the St. Gotthard Mountains, and Ticino Valley.

Sorescia (7,400). Time, 2 hours. Easy and delightful excursion. Splendid view.

Pizzo Rotondo (10,500). Difficult. Highest of St. Gotthard group. Time, 8 hrs. Guide, 10 f.

Cross Route to Realp on the Furka, by **Orsino Pass** (8,575). Time, 5 hours. Fine excursion. Guide desirable, 8 f.

The road now descends rapidly. Short cuts for pedestrians. Near the Cantoniera S. Antonio the VAL TREMOLA begins. So called from the tremendous avalanches that fall and desolate it. After a mile and a half QUINTO is discernible in the far distance. Just before Airolo, the south end of the Great St. Gotthard Tunnel is reached.

AIROLO (3,868). Hotels: *Posta*, *Airolo* (both fair). Village destroyed by fire in 1877. Italian spoken.

Cross Routes from Airolo.

To Obergestelen, in the Upper Valais, by Nüfenen Pass. Time, 8½ hours. Guide, 12 francs. This is not a very attractive excursion, and scarcely worth undertaking.

To Disentis on the Oberalp by the Val Piora. Beautiful excursion. Time, 10 hours. Guide not necessary. Road easily found. Several villages *en route*. (For Disentis, *see* Andermatt to Reichenau and Coire, page 302.)

To Bignasco (*see* pp. 169, 382) **by the Sassello Pass** (7,697), thence into the **Val Maggia** (*see* page 169), and so on to Locarno. Time to Bignasco, about 10 hours (good hotel at Bignasco). Guide necessary; fee, 8 francs. On the route we come to **Fusio** (4,212), where there is a lake full of trout, in the **Val Lavizzara.** There is a delightful little inn at Fusio, with the most obliging of landlords, perfect cleanliness, and most moderate charges. From here we descend to **Seccia** (2,746), where there is also an inn; thence to Bignasco. This is a most delightful excursion, and one we strongly recommend.

From Airolo there is now railway connexion with the Italian lakes. On leaving the village, the road enters the narrow defile known as STRETTO DI STALVEDRO. In 1799 there was some terrible and obstinate fighting here between the French and Russians. At the mouth of the ravine is a marble tower (one of several), erected by Kings of Lombardy. A mile further on,

Digitized by Google

on the right, is a picturesque cascade, called CALCACCIA. The road becomes level, passes several villages, and, immediately after leaving DAZIO GRANDE, enters a gorge through which the Ticino has cut its way, and pitches headlong over splintered rocks, forming a succession of splendid waterfalls, which are skirted by the road. Next village is FAIDO (2,372). Hotels: *Angela*, *Prince of Wales*, and *Vella* (all fair). This is the capital of the Val Ticino, a pleasant place to spend a few days in.

NOTE.—From Faidò there is a route over the Predelp Pass (8,053) to Lukmanier. Time, 5 hours. Guide not necessary.

From here there is a succession of beautiful and thoroughly Italian scenery, and another splendid waterfall, formed by the Ticino, is passed. Then GIORNICO. Hotels, *Cervo* and *Corona*. Beautifully situated, and highly interesting from an antiquarian point of view. Tall tower, part of a fortification (very old), and two churches—S. MARIA DI CASTELLO and S. NICCOLÒ DA MIRA. Style, Romanesque, very early. To the right is the beautiful waterfall of the CRAMOSINA. BODIO, small village. Vines, chestnuts, walnuts, figs, and flowers speak of Italy.

BIASCA (railway station). *Hôtel de la Gare* (good), *Grand Hôtel Biasca*, and *Unione*. Beautifully situated. Splendid views to be had in the neighbourhood. Romanesque church on an eminence. Near the Petronilla Chapel is the imposing PETRONILLA WATERFALL (should be seen). Time, there and back from village, 1½ hour.

Cross Route from Biasca.

Disentis by the Lukmanier (6,296). A diligence once daily in summer. Time, 9 hours. Distance, 38 miles. The Lukmanier is the boundary between the Cantons of the Grisons and Ticino. Next to the **Maloja** it is the lowest Alpine pass. Its grandeur, however, cannot be denied, and it well repays the journey. Mountains, glaciers, snow-peaks, and waterfalls make up a series of pictures that fascinate the traveller. The villages passed on the way are—**Olivone** (2,930), **S. Maria** (hospice here), **Perdatsch** (at the entrance to the splendid **Val Cristallina**), **Platta**, **Curaglia**, from thence to a wonderfully wild ravine called **Val Medel** (scenery very grand to Disentis).

After Biasca the valley is called RIVIERA. Beautiful scenery, and, just before reaching ARBEDO, Bernardino route commences (*see* Splügen Pass, page 317). ARBEDO, small hamlet. Scene of terrible fighting between Swiss and Italians in 1422. The slain were buried by the road-side. Two large mounds mark the spot. In 3 miles Bellinzona is approached, the first view being grand and striking (*see* **Bellinzona, Italian section**).

Digitized by Google

33. ANDERMATT.

ANDERMATT from HOSPENTHAL, 2 miles.

(4,695.) Hotels: *Bellevue* (very good), *St. Gotthard* (good), *Drei Könige*, *Hôtel Oberalp*, *Krone* (small and cheap). 800 inhabitants. Situated in Canton Uri, on what is known as the Great St. Gotthard route, which, now that the railway is open, will, like the Mont Cenis, practically fall into disuse as a carriage-pass into Italy. As a place to spend a few days at it can be strongly recommended. The air is bracing and pure, and excursions in the neighbourhood many and beautiful. It stands at the entrance to the wild valley of the URSEREN, and boasts of the finest collection in the world of Alpine minerals, which may be seen in a small museum opposite the *Hôtel Drei Könige* (Three Kings). The collection is the property of the landlord of the *Three Kings*, and is free to visitors to his house. To the geologist this collection is singularly interesting.

THE DEVIL'S BRIDGE (*Teufelsbrücke*).

Three quarters of a mile off on the road to Lucerne, where the Reuss pours down through a tremendous chasm in the rock. The whole scene is one of such stupendousness, such gloom and weirdness, that it stands almost without a rival. Description would fail to convey any adequate notion of it. It must be seen. Apart from its natural wonders, it has thrilling historical associations which give it a mournful interest, for in 1799 it was the scene of awful fighting between the French, Russians, and Austrians. The old bridge was blown up by the Austrians; then the French regained possession of it, and disputed the Pass; but the Russian soldiers bound planks together with their belts and scarves, and, throwing this primitive bridge over the chasm, drove the French out. It is said that the rocks dripped with blood, and the water was crimson. The old bridge, the scene of the carnage, is now in ruins. A modern bridge, over which the road runs, replaces it.

ANDERMATT to LUCERNE (*see* page 261).

ANDERMATT to REICHENAU and COIRE (*see* pages 301–306).

Digitized by Google

BERNESE OBERLAND SECTION.

34. THUN.

19½ miles from Berne. Travellers coming by railway from Berne should choose the right side to MÜNSINGEN, and from thence the left. The train stops at Thun 10 minutes. Passengers intending to take the boat, however, keep their seats until they get to Scherzligen on the lake. Coming by boat, do not get off at Scherzligen.

Hotels: *Thuner Hof* (beautiful situation), *Bellevue*, *Freienhof* (with Bier Garden, second class), *Kreuz*, *Krone*, *Faucon* (second class, reasonable). Pensions: *Baumgarten*, *Eichbühl*, *Itten*, and others. Café, *Steinbock* (opposite Kreuz), for beer. BATHS in lake, ½ franc. Boats, 3 francs an hour. English church in grounds of Bellevue. Omnibus plies between rail, steamers, and hotels, ½ franc. Thun has a population of 4,650, including 200 R. C. The town is charmingly situated on the river Aare. It is the seat of the Federal Military School of Artillery and Engineers, and centre of Oberland trade. It may be said to be the gateway to the Oberland.

The houses in the principal street are singularly constructed, having projecting basements, upon which runs the footway for passengers, the shops being above.

Excursions.

Pavillon St. Jacques—through Bellevue grounds (no charge). Glorious view of lake and the Alps.

Kohleren Schlucht. On north bank of lake. Several cascades. Very pretty. This walk can be extended to **Haltenegg** (3,300). Magnificent view. Return can be made by Pavillon St. Jacques.

Goldswyl Village. 3½ m. from Thun. *Come back by the Kohleren Ravine.*

Burgistein (2,700). Village with castle. Beautiful view. 9 miles' drive. Carriage, one-horse, 14 francs.

Col de Pillon (see page 200). A new carriage-road has recently been opened from Thun to the Col de Pillon by which Aigle (see page 108) can be reached.

To Villa Schadau. On the lake. Modern Gothic, decorated with sculptured sandstone. Open to public on Sundays, but travellers admitted by card any time.

Thierachern. Hotel: *Löwe*. 3 miles. Splendid view. To west of town:—

Baths of Blumenstein and Fallbach (*see* page 92). 6 miles. Thence ascent of **Gurnigel** (5,080). Time, 3 hrs. Guide not required. Path much frequented. Half an hour below summit are the Gurnigel Baths. Much resorted to.

Amsoldingen. Four miles to south-west. Curious Roman tombstones.

Digitized by Google

Sights.

Parish Church. Built 1738. Not very interesting. The ascent is by 218 steps. From the churchyard there is a splendid view, including the snow fields of the **Blümlis Alp.**

Castle of Zahringen-Kyburg (the Kyburgs were formerly lords of Thun), near churchyard. It was erected in 1429. A most beautiful view. Descent to market-place by a flight of steps.

Café Maulbeerbaum was formerly the residence of the late Emperor Napoleon III. during the time he held a commission in the Swiss artillery.

LAKE OF THUN.

Fare to Interlaken (boat and train), 1st, 2 f. 80 c.; 2nd, 1 f. 45 c.

Length, 12 miles; breadth, 3½ miles; depth, 1,850 feet; above the sea, 1,800 feet. In the south are observed the Stockhorn, with its singular top, the Niesen, Blümlisalp (three peaks), Freundenhorn, Doldenhorn, Balmhorn, Jungfrau, Mönch, Eiger, Schreckhorn, Wetterhorn. Steamers, 5 times daily, in 2 hours, to DÄRLIGEN (railway station here). Connexion with Interlaken in 10 minutes. Fares, 80 and 40 cents.

ROUTE OF STEAMER.

By north-east bank, passes village of Hilterfingen to OBERHOFEN. Pensions: *Moy, Zimmerman*, and *Beau Rivage*. Pleasant little place to make a stay. Quiet and healthy. Magnificent views; quaint old château. Next—

GUNTEN. Splendid situation. Pensions: *du Lac, Schomberg* (on a hill).

Excursions from Gunten.

Ascent of Sigriswyler Rothhorn (6,750). Time, 4½ hours. Guide necessary, 6 francs. For the experienced only, no danger. View superb.

Ascent of the Blume (4,584). Time, 3½ hours. Guide not necessary. Beautiful view.

To the Schafloch. 1½ hours. A curious cavern, 350 yards long, and half filled with ice. Well worth a visit.

Steamer crosses lake at an oblique angle to—

SPIEZ. Hotel: *Spiezer Hof* (well spoken of). Pension: *Schonegg*. Picturesque village, with old château. Pleasant place for a stay. Note in the east two black peaks—the right is FAULHORN; the left, SCHWARZHORN. Land here for FRUTIGEN, KANDERSTEG, and FAULENSEE.

Steamer crosses lake again to MERLIGEN, *Hôtel Beatus*, which is one hour and a half from Spiez; thence to right of lake to DARLIGEN. The trains have seats on the top of the carriages.

Ascent of the Niesen can be made from here by way of Wimmiss.

Digitized by Google

FAULENSEE. Above the village is *Hôtel Faulensee Bad* (very good). Mineral spring (*see* page 91). Splendid view. Pleasant and healthy for a stay. Further on is BEATENBERG (*see* page 221). Here is the cave of ST. BEATUS. Curious phenomenon; it contains a spring which occasionally increases so suddenly in volume that the water rushes out of the cavern with a thundering roar. *Legend:* First Christian preacher inhabited the cave. KRATTIGEN and LEISSIGEN are passed, and then the boat arrives at DÄRLIGEN. Hotel: *Hirsch.* If going to Interlaken by train, sit on right. View of Jungfrau, Mönch, and Eiger.

Ascent of Niesen (*see* below) from Thun.

This is a magnificent excursion, and should not be missed if the traveller has time at his disposal. There is a diligence daily as far as (7 miles) **Brothäusi**, where there is an old castle. From Brothäusi there is a footpath going to the left, which crosses the **Simme** by a wooden bridge, and then rises for a quarter of an hour to **Wimmiss.**

From Thun to Wimmiss, by one-horse carriage, 1½ hour. Fare, 8 francs; or from Spiez (*see* Lake of Thun) to Wimmiss, one-horse carriage, 4 francs; or on to **Heustrich Bad** (best point for commencing ascent), 6 francs.

Thun to Heustrich Bad. Omnibus daily. Leaves at 4 p.m. Fare, 2½ francs. One-horse carriage, 8 francs. If 'bus is chosen, night must be spent at Heustrich Bad, where there is a good hotel and Sulphur-bath, which is much frequented.

Wimmiss. Hotel, *Löwe.* Prettily situated. Very old church. The path to the Niesen ascends on the south of **Burgfluh** (5,080). Route cannot be mistaken. Refreshment chalets on the way. Mule to the top of Niesen from Wimmiss or Heustrich Bad, to come back same day, 17 francs; or, if night is spent on top (inn, fair), 25 francs. Guide is not necessary.

Heustrich Bad to Niesen. On foot, 5 hours. Route easily found, but path branches sometimes. Always keep on the ascending one. In 1½ hours a wooden seat will be gained. From thence all is plain sailing. (MEM.—Take some water, or brandy and water —*aqua pura* scarce on the road.) The inn can be gained from the wooden seat in 3½ hours.

From Frutigen (*see* p. 193) **to the Summit,** in 6 hours. Guide not required. Path easily traced.

THE NIESEN.

(7,767.) Lower than the Faulhorn, higher than the Rigi. The peasantry regard the mountain as an infallible barometer (we have proved that it is not always to be trusted). The view is most extensive, and in many respects is superior to that from the Rigi. The mountains seen include Schreckhörn, Mönch, Eiger, Jungfrau, Gletscherhorn, Briethorn, Grosshorn, Doldenhorn, Tschingelhorn, Wetterhorn, Titlis, Blümlisalp, the Altels. In the west the Aiguilles of Mont Blanc range, the

Digitized by Google

peaks of Dent du Midi. The lakes of Thun and Brienz lie at the spectator's feet, and valleys and plains stretch away on all sides, forming a panorama of wonderful and impressive grandeur. Sunset and sunrise should certainly be witnessed, if possible.

If the weather is not perfectly clear, it is useless to make the ascent. Prices charged at the inn are very reasonable, when the situation is considered. Ladies wishing to be carried up by chair porters can obtain them at any of the places mentioned above. Fee is 12 francs; if kept all night on top, 16 francs.

35. THUN TO SION (*Rhône Valley*) BY THE RAWYL.

Diligence to Lenk, 34 miles, daily (*see* Diligence Tables). 1-horse carriage, 34f. 2c.; 2-horse, 60 francs. LENK to SION, 12 hours; mule-track. Guide necessary for timid people, 20 francs.

LENK (3,534). Hotels: *Hirsch*, *Stern*. Plenty of guides. Splendid situation. Village destroyed by the flames in 1878. Three quarters of a mile from Lenk is KURANSTALT LENK. (spoken favourably of), where there are sulphur baths. The WILD-STRUBEL (10,800), with its magnificent glaciers, rises here.

Excursions from Lenk.

To the Source of Simme. 5 hours. Guide needless. The source is called the Seven Fountains. Splendid excursion.

To Iffigensee (6,834). Time, 4 hours. Guide needless. Most interesting excursion. Edelweiss in profusion about the lake. One hour from lake, higher up, at foot of **Mesenhorn** (9,200), is a club hut, with accommodation for 10 persons. From here make the ascent of—

Wildhorn (10,716). 3½ hours. Comparatively easy. Guide necessary. Fee, 10 francs; he should be obtained at Lenk. Magnificent view.

To Gsteig. Time, 8 hours. Guide desirable; 12 francs. Beautiful excursion. Route is by the **Trüttlisberg** (6,700) and Lauenen (*see* page 200), and thence over the **Chrinnen** (5,460).

To Saanen (*see* page 199). Route is by the **Reulissenberg** (5,640), and through the Turbach Valley. 7 hours. Guide desirable; 10 francs. Fine excursion.

To Leuk, by Lämmeren Glacier. Very difficult. Not for novices. Time, 12 to 13 hours. Magnificent excursion. Two guides required, with rope and axe; fee, 20 francs each.

Soon after leaving Lenk, carriage-road only as far as FALLS OF IFFIGENBACH (splendid), 1½ hours. Onward, good mule-track. Beds can be had at Iffigen (5,260). In 5 hours a cross is reached, marking summit, and boundary of Valais and Berne.

RAWYL (8,000). A hut here, in case of bad weather. Splendid view; scenery weird and wild. Situation desolation itself; temperature always low. Shawls and wraps needed.

Digitized by Google

Descent to Valais not particularly good, but no danger with ordinary care. After passing a small lake, a magnificent view of Valais mountains suddenly opens. In 2 hours, LES RAVINS or NIEDER RAWYL is gained.

Cross Route.

To Ayent (by the Kändle); saves one hour. A wild and romantic passage over the face of perpendicular cliffs. A very steady head and good guide required. Don't attempt it if you have not strong nerves.

Thence onward for 3½ hours to AYENT (3,420). Accommodation at Curé's. From here in 2½ hours to SION (*see* page 147).

36. THUN TO LEUK BY PASS OF THE GEMMI.

Diligence twice daily; from SPIEZ, on Lake Thun, to Frutigen, 15 miles (Ascent of the Niesen). Carriage, 1 horse, 18 francs; 2 horses, 35. To Kandersteg (31 miles), 2 horses, 44 francs.

From KANDERSTEG to top of Pass (called the Daube), mule, 14 francs. Mounted horses not allowed to descend now. Pedestrians (ordinary walking) can cross from Kandersteg to Leuk in 8 hours (*vice versâ* same time). Some little caution is required.

The road runs over the face of perpendicular walls of rock, and the scenery is stupendous, grand beyond words, at times almost appalling.

Take the steamer to Spiez; here carriages are generally in waiting for those who require them. From Spiez there is a gentle rise to Moos, which is the junction of the Thun road. Thence to SPIEZWYLER (view of the Niesen, and village of Wimmiss); on to ERNDTHAL (station for Heustrich Bad); thence to MÜHLENEN (2,270). Hotels: *Bär, Pension Niesen.*

Cross Route from Mühlenen.

To Interlaken. A most enjoyable drive or walk; distance, 12 miles. In 3¼ miles **Heschi** is reached. Hotels: *Bär, Blümlisalp, Zum Niesen, Vue des Alpes.* A sweetly-situated village, with some most splendid views.

REICHENBACH (2,357). Hotel, *Bär.* Fine view.

FRUTIGEN, 15 miles from Spiez. Hotels: *Bellevue* (good) *Adler.* Go to the church if time permits (15 minutes), for sake of the view. Niesen (*see* page 191) ascended from here.

Cross Routes from Frutigen.

Up the Adelbode a Valley to Lenk, from the Village of Adelboden, at top of the valley. Guide desirable. Mule can be procured, 12 *f.*; guide, 6 *f.*

By the Strubeleck Joch

Digitized by Google

to Sierre, in Rhône Valley, **from Adelboden.** Time, 14 hours. Exceedingly difficult, and nearly all glacier. Rope and axe. Two guides; 20 francs each. Not for novices.

To Kandersteg, from Adelboden, over the Bonder-Krinden (7,900). Most enjoyable. Time, 7½ hours. Guide, 10 francs.

BUNDERBACH. Hotel, *Atels.*

Excursion from Bunderbach.

Two miles to the Blaue See. Very beautiful. Pension on bank of lake. Boat at disposal of traveller; charge, 80 cents.

Pedestrians need not return to Bunderbach, but gain the high road in 20 minutes by a pretty gorge, and so on to—

KANDERSTEG (3,850). Hotels: (*Hotel Gemmi* was destroyed by fire 1885, not yet rebuilt), *de l'Ours* (good), *Victoria* (same proprietor). A grandly-situated village at the foot of the Gemmi. Surrounding scenery all on a gigantic scale. Village nestles under a precipice.

Excursion from Kandersteg.

To the Gasternthal. A magnificent green spot in a stern wilderness. Views most imposing. The Thal is walled in by stupendous precipices, and frowned upon by glaciers. It is perfectly level, and measures ⅔ of a mile by ½ mile broad. Time, 1½ hour, there and back. The way is to the left of the Gemmi ascent, by the torrent that comes down to Kandersteg. The path is not very easily found, but a boy will show the way for a franc.

Oeschinen Lake. Very grand (5,223). Time required, about 4 hours.

Cross Routes from Kandersteg.

To Gampel (in Rhône Valley, rail station) **by Lötschen Pass.** Magnificent. Time, 6 hours. Guide necessary as far as **Kippel,** 2½ hours from Gampel, 15 francs. The way lies through the Gasternthal, which is almost depopulated by avalanches, to—

Gasternholz (4,469). Magnificent view of the Altels and **Fisistock.** On through a forest which forms a barrier to avalanches from the Doldenhorn.

Gasterndorf or Im Selden (5,330). Barren and dreary. A few huts. We now ascend the Lötschenberg Glacier (rope and axe), then over avalanche snow to the summit of the Pass (8,800). View embraces Balmhorn, Mischabel, Monte Rosa, Weisshorn, Doldenhorn, Blümlisalp, Schildhorn, and the Kander Glaciers in the north-east. Descent over rocks and snow to—

Kippel (4,670). Dismiss guide. Refreshment and bed at Curé's.

The road now runs through a gorge that is constantly swept by tremendous avalanches. Near the mouth of the gorge are two churches, Goppenstein and Mitthal (½ hour from each other). They have been frequently destroyed; the natives always rebuild them.

Gampel. Hotel, *Lötschenthal* (good). One mile from station.

To LAUTERBRUNNEN (*see* page 223).

Digitized by Google

37. THE UPPER LOTSCHENTHAL (*little known*).

From KIPPEL (*see* previous page), there is a road, for 1 hour, to RIED (5,727). Here the road ends. Hotel, *Nesthorn* (very comfortable and reasonable). Good guides to be had. Small village, beautifully placed, at the foot of the BIETSCHHORN (13,000); starting-point for excursions from the Lötschenthal.

Ascents and Passes from Ried.

Bietschhorn (12,966). 14 to 15 hours. Good guide necessary (rope and axe); fee, 60 francs. Exceedingly hard work, and for mountaineers only. The view is magnificent in the extreme. Ascent should not be attempted too soon after a fall of snow, as avalanches are frequent.

Lauterbrunnen by Peters-Grat (10,530). 10 to 11 hours. Guide (rope and axe), 25 francs. Magnificent, but trying. Not to be attempted by novices.

By the Wetterlücke (10,400), **or the Schmadrijoch** (10,800). Both magnificent, but exceedingly difficult. Rope and axe, and good guides necessary. Time required, 12 to 14 hours. Not to be thought of if there are the slightest signs of bad weather.

To the Bellalp by Beichgrat (10,236). Time, 10 hours. Guide, 20 francs. This is a difficult but most interesting route. Rope and axe needed.

To the Eggischhorn by the Lötschenlücke (10,500). 15 hours. Two guides necessary; 30 francs each. Very difficult, but magnificent. The **Lötschen Glacier**, which has to be traversed on this route, has deep crevasses, many of them hidden with snow. The utmost caution is required—*rope should be kept taut.*

To Leuk by Resti Pass. Time, 9 to 10 hours. Guide necessary; 15 francs. Splendid excursion. From summit of Pass ascend **Laucherspitze** (9,600), 1½ hour, up and down. Imposing view. This excursion is not very difficult.

The nights are cold at Kandersteg, and if it is moonlight the scene is weird and grand beyond all description.

SCHWARENBACH. Time, 3¾ hours from Kandersteg (quicker coming down). Horse to Schwarenbach, 10 francs; to the summit of Gemmi, 15 francs. Not advisable beyond this. Ladies can be carried over in chairs. You are bound to take four porters, if you are of ordinary weight; six, if over the ordinary weight; and eight, if "extraordinaire." Tariff, 4, 5, and 8 francs per porter.

There is an *auberge* at Schwarenbach, where a young woman was barbarously murdered in 1807. On this incident Werner, the German poet, founded a drama; and subsequently Alexander Dumas made the murder a chief feature in one of his novels.

Digitized by Google

Ascents from Schwarenbach.

Balmhorn (12,170). Time, 6½ hours. Over the Zagen Glacier and Zagen Grat. Difficult. Guide, rope, and axe necessary; fee, 30 francs.

Altels (12,000). More difficult, and not without danger. Snow slopes exceedingly steep. Necessary to cut steps in parts. Rope, axe, and good guide are required; fee, 25 francs. Time, 8 to 9 hours.

(Both these summits command magnificent views.)

In ½ an hour from Schwarenbach the DAUBEN-SEE (a small lake on the right) is reached. It is the drainage of Lämmeran Glacier, and is covered with ice eight months out of the twelve. In fifteen minutes more the summit (7,530) is gained. To the right rises the Daubenhorn (9,500). To the right is an eminence from which a wonderful view is obtained. In the distance are the snow-peaks of Monte Rosa, the Matterhorn, Dent Blanche, Weisshorn, Mischabelhörner; and 3,000 feet below you, in a soft green valley, watered with a silvery stream, nestle the baths of Leuk.

The descent now corkscrews down the face of stupendous precipices,—a wall rising straight up on your one hand, unfathomable depths plunging down on your other.

This wonderful road was constructed by the two cantons, Berne and Valais, in 1736–1741, to facilitate communication between them. It is 2 miles long, and averages 4 feet in width. At the curves and most precipitous parts there are parapets and fencing, but they are not very safe, and travellers should not lean against them.

In 1861 a beautiful young girl—the Comtesse d'Herlincourt—was coming down this path on horseback, in company with her husband. They had just been married, and were on their wedding tour. The husband was riding in advance, and both horses were being led by guides. Suddenly, with a little cry of fright, the poor girl put her hands to her face, and, overcome with faintness or horror, she slipped from her saddle and went swirling down over the hideous precipice, and was dashed to pieces far below. Since then the cantons have passed a law forbidding travellers to descend on horseback. A beautiful stone cross, placed in a niche in the rock, commemorates the shocking event.

The descent to the baths takes 1½ hour, 3½ hours to come up.

BATHS OF LEUK.

(4,650.) Hotels: *des Alpes* (good), *Bellevue, de France, Union, Brunner, Maison Blanche.* The village is magnificently

Digitized by Google

situated, with a population of 600 (all R. C.). It is 2,600 feet above the Rhône, and 2,978 feet below the summit of the Daube.

The houses are nearly all built of wood, and are protected on the east side from avalanches by a massive embankment. In the height of summer the village is crowded with sick people, who come to bathe in the waters, which are said to have marvellous curative properties.

There are twenty-two hot springs, which send up such enormous volumes of water that its bulk flows unused into the Dala. The temperature varies from 93° to 123° Fah.

The new bath-house is one of the most curious sights in Switzerland. Both males and females immerse together. Each is clothed in a long flannel gown, and sits immersed up to the neck before a floating table, upon which are coffee, papers, books, &c. The length of immersion varies from 1 to 4 hours. The diseases treated are principally cutaneous, and the course of treatment continues for three weeks. The utmost decorum is preserved, and visitors are admitted to view the sight. It is more singular than edifying.

The duration of sunshine in this valley is very short. When the rocks of the Gemmi are flooded with moonlight the spectacle is weird and magnificent, and one that only a Dante could describe or a Doré limn.

Excursions from Bad Leuk.

To Albinen (altogether a novel route). Walk for ¾ of an hour to the foot of a precipice—the **Leiter**—then by 8 *échelles* (ladders) to a good path on the top. Then 1 hour to the village. These ladders—of rude construction—are attached to the wall of rock. Ladies should not attempt the ladders without a guide behind them, and people liable to giddiness should not scale them on any account. Coming down is more difficult than going up.

To the Cascade of the Dala. Well worth a visit; ¾ of an hour.

Dala Glacier. 2½ hours. Guide, 5 francs.

Ascent of Torrenthorn (9,680). Magnificent view. Time, 8 hours, there and back. Guide necessary; 8 francs. Mules for ladies can go nearly to the summit; 15 francs per mule. Descent can be made by the **Maing Glacier** (a rope is required for this).

Ascent of Wildstrubel (10,725), by Lämmeren Glacier. For mountaineers. Time, 10 to 11 hours. Guide (rope and axe), 18 francs.

To Lenk by Lämmeren Glacier. Very difficult. Time, 12 to 13 hours. Two good guides necessary (rope and axe); fee, 20 francs each.

Digitized by Google

Cross Routes from Bad Leuk.

To Susten. Diligence daily, in 2 hours. Fare, 5 francs. Carriage, 1 horse, 10 francs; 2 horses, 15 francs.

To Visp (for Zermatt). Fee for carriage, 22 to 36 francs.

To Sierre. Diligence in 3 hours. 6½ frncs. Carriage, 16 francs; 2 horses, 25 francs.

To Brieg. Carriage, 30 to 40 francs.

On leaving Bad Leuk the road runs through the Dala Gorge (very fine), and in 1 hour reaches—

INDEN (3,862). Good inn here.

Cross Route from Inden.

To Sierre (for pedestrians only), by a path branching off to the right from near a slate quarry below Inden. Splendid views *en route*. Time, 3 hours. Guide not required.

On quitting the ravine of the Dala a splendid view of the Rhône Valley to Martigny is suddenly revealed. In 1¼ hour from Dala Bridge we reach LEUK (French, *Loèche*). Population, 1,300. Hotel, *Couronne*. A picturesque village, splendidly situated. Distance from the Rhône, ¾ mile. Omnibus leaves every morning for Sierre. Fare, 1½ franc.

From here there is a steep descent for 1 mile to the station—

SUSTEN. *Hôtel de la Souste* (*see* Rhône Valley section). Rail from here to Visp, 11½ miles; to Sierre, 6 miles.

38. THUN BY SIMMENTHAL TO SAANEN.

Distance, 35 miles. Diligence daily (*see* Tables). One-horse carriage, 35 francs; two, 60 francs. Beautiful excursion.

The road quits the lake at GWATT, and enters the Simmen Thal between the Niesen and Stockhorn. View very grand. The snow fields of the Blümlisalp are seen on the left. In 2 hours we gain BROTHÄUSI (*see* page 191). After passing LATTERBACH (hotel, *Bär*) we reach—

ERLENBACH (12 miles from Thun). Hotels: *Krone*, *Löwe*.

Ascent of Stockhorn (7,210). Time, 5 to 6 hours. Good guide necessary; 12 francs (rope). Exceedingly difficult; should not be attempted by novices. Beautiful view.

WEISSENBURG. Hotel (good). Stands in a gorge. One mile off is the BATH OF WEISSENBURG. Sulphate of lime water; said to resemble the Ems spring. Capital pension here. Generally full in summer (*see* page 91).

Digitized by Google

Cross Route from Weissenburg.

To Gurnigelbad by Gantrist Pass (little known). Well worth "doing." On the way the splendid **Morgetenbach Waterfall** (210 feet) is passed. From summit of Pass (5,239) entrancing view. Time, 7 to 8 hours. Guide desirable, 6 francs.

The Baths of Gurnigel are 3,790 feet above the sea (*see* page 92).

An hour and a half from Weissenburg is BOLTIGEN (2,820). Hotel, *Bär* (fair). A pretty village, overlooked by the peaks of the MITTAGSFLUH. On left are the snow slopes of the Rawyl.

Cross Route from Boltigen.

To Bulle (*see* page 205) **by Reidenbach and the Badermoos.** Guide had better be taken to top of Badermoos; fee, 1½ franc. Beautiful excursion, little known. Time, 6 to 7 hours. In 3½ hours **Jaun** (French, *Bellegarde*) is reached (3,329). Hotel, *Imhof* (fair accommodation), in Canton Freiburg. Splendid fall, 92 feet. In valley of Jaun Gruyère cheese is manufactured. Descent to Charmey. There is a good inn. The route onward to Bulle is exceedingly pretty.

ZWEISIMMEN (3,200). Two hotels. Village stands at the confluence of the Great and Little Simme.

The road from here goes through the Saanen Möser Valley and ascends. Grand views of the RÜBLEHORN (or Dent de Chamois) (7,574), the GUMFLUH (8,100), the snow-fields of the SANETSCH (7,520), and, finally, the stupendous GELTENHORN GLACIER (8,911).

SAANEN (French, *Gessenay*) (3,600). Hotels: *Grand Logis*, *Ours*, and others. Population, 3,648. Every one is employed making Gruyère. The village is capital of Obwalden.

Cross Routes from Saanen.

To Château d'Oex (*see* page 206), 8 miles. Diligence twice daily, in 2 hours.

To Sion in Rhône Valley (*see* page 147) **by Sanetsch Pass** (7,529). There is a char-road as far as **Gsteig**, 12 miles; Onward from there, mule-track. Time, 10 hours A guide is not necessary.

From Saanen, mountaineers should visit the magnificent GELTENBERG GLACIER (*see* next route), in the valley of the LAUENEN. It is little known, but the séracs are very fine. Good guide (rope and axe) needed. The glacier is much crevassed in parts.

Digitized by Google

39. FROM SAANEN TO AIGLE BY COL DE PILLON.

Distance, 30 miles. Diligence from Saanen to a place called **Gsteig** (*see* page 192), 7 miles. From Gsteig there is a mule-path to **Ormont-dessus.** Time, 1½ hours; road, 4 miles. Thence a diligence goes once a day to Aigle in 1½ hours. Distance, 9½ miles. The diligence takes 2½ hours to return. The route is through the **Saanethal.** At **Gstaad** (2 miles) commences the **Lauenenthal.**

NOTE.—By following from this point the right bank of the stream for 4½ miles we come to **Lauenen** (4,200), where there is a small hotel. The **Lauenen-See** is an hour further on, and affords a very pleasant excursion. **Lenk** (*see* page 192) can be reached from Lauenen by the **Trüttlisberg** (4½ hours), and **Gsteig** by the **Chrinnen** in 2½ hours. Both of these are attractive excursions.

Continuing our journey we come to GSTEIG, where there is an hotel. The village is overshadowed by the OLDENHORN (10,200) and the SANETSCHHORN (9,684).

We now ascend the valley through shady woods, and in about two hours and a half reach the summit of the COL DE PILLON (5,100). The descent can be made by foot travellers by several short cuts.

The valley which we see studded with chalets is ORMONT-DESSUS. The peaks of the TOUR D'AY and DE MAYEN are behind us, and on the left the CREUX DE CHAMP (*see* below), which stands at the foot of the DIABLERETS (*see* page 182). In an hour we reach—

LES PLANS. Hotels: *des Diablerets, Hôtel and Pension Bellevue, Pension du Moulin, Chamois.* There is a recently-opened road from this village to VERS L'ÉGLISE (Hotels: *Mon Sejour* and *Pension Burret*).

Excursions from Les Plans.

Creux de Champ. Time, 4 hours to the waterfall (there and back). No necessity for a guide.

Ascent of the Palette (7,133), 3 hours. No difficulty. View from top splendid. Includes mountains of Bernese Oberland. Guide not necessary.

Ascent of Pointe de Meilleret (6,400). 3 hours. No difficulty. Splendid view, especially of Mont Blanc. Guide not necessary.

To Villard or Gryon by the Pas de la Croix (5,705). 4 hours. Guide not necessary. Beautiful excursion; fine views.

Ascent from Les Plans.

The Oldenhorn (10,200). Time, altogether, 14 hours. Difficult. Good guide indispensable, 12 francs. The night is generally passed at the chalets of the **Obere Oldenalp.** NOTE.—This mountain can also be ascended from Gsteig. Time, same.

Digitized by Google

A few miles from VERS L'ÉGLISE our road joins the one that leads to CHÂTEAU D'OEX (*see* page 206), and soon after we arrive at—

LE SEPEY (3,704). Hotels : *des Alpes, Mont d'Or, Cerf.*

Excursions from Le Sepey.

To the village of Leysin (4,147). A charming walk by a new road. There is an inn at Leysin. Aigle can be reached from Leysin in 1½ hours by a foot-path.

Pointe de Chansey (7,800). 5 hours. A beautiful excursion. No difficulty, but it is better to take a guide. The return can be made by another route, in which case about 4 hours more will be required.

Continuing our journey from Sepey we pass some waterfalls formed by the GRANDE EAU, and gain a view of the CHAMOSSAIRE (6,950), and in 7 miles arrive at—

AIGLE (*see* page 108).

Digitized by Google

40. BERNE:

Rail routes to: —

1. Brieg *viâ* Fribourg, Lausanne, St. Maurice, and Martigny. Distance, 152 miles. Fares: first, 30 f. 50 c.; second, 21 f. 5 c.; third, 15 f. 55 c. Two trains daily. Time, 10 hrs. 32 m.

2. Bulle *viâ* Fribourg and Romont, 48 miles. First, 8 f. 95 c.; second, 6 f. 35 c.; third, 4 f. 7 c. Four trains.

3. Fribourg *viâ* Laupen, 20 miles. First, 3 f. 75 c.; second, 2 f. 70 c.; third, 2 f. Time, 50 m. Six trains.

4. Geneva *viâ* Romont, Fribourg, Lausanne, 99½ miles. First, 17 f. 30 c.; second, 12 f. 35 c.; third, 9 f. Time, 4 hrs. 30 m. Three trains.

5. Interlaken *viâ* Thun, Scherzligen, 35½ miles. First, 6 f. 15 c.; second, 5 f. 20 c.; third, 3 f. 5 c. Time, 3 hrs. 8 m. Three trains.

6. Lucerne *viâ* Langnau and Entlibuch, 59 miles. First, 11 f.; second, 7 f. 50 c.; third, 5 f. 30 c. Time, 2 hrs. 42 m. Four trains.

7. Martigny. Same as Brieg route, 102 miles. First, 18 f. 65 c.; second, 13 f. 15 c.; third, 9 f. 65 c. Time, 5 hrs. 55 m. Two trains; 3 from.

8. Olten *viâ* Herzogenbuchsee, 41½ miles. First, 6 f. 70 c.; second, 4 f. 70 c.; third, 3 f. 35 c. Time, 1 hr. 42 m. Six trains.

9. Morat *viâ* Fribourg, Payerne, 45½ miles. First, 8 f. 60 c.; second, 6 f.; third, 2 f. 80 c. Time, 3 hours. Two trains; 3 from.

10. Soleure (*see* page 207) *viâ* Burgdorf, 27½ miles. First, 5 f. 25 c.; second, 3 f. 70 c.; third, 2 f. 65 c. Time, 1 hr. 32 m. Four trains.

11. Thun *viâ* Gumligen, 19½ miles. First, 3 f. 10 c.; second, 2 f. 35 c.; third, 1 f. 55 c. Time, 55 m. Six trains to, 5 from.

12. Vevey. Same as Lausanne route, 72½ miles. First, 12 f. 95 c.; second, 9 f. 25 c.; third, 6 f. 80 c. Time, 3 hrs. 45 m. Three trains.

13. Zurich *viâ* Olten and Brugg, 81½ miles. First, 13 f. 30 c.; second, 9 f. 35 c.; third, 6 f. 65 c. Time, 3 hrs. 40 m. Five trains to, 4 from.

To Bâle by Herzogenbuchsee (for fares and route *see* page 209).

Hotels: *Berner Hof* (excellent), *Bellevue* (excellent), *Schweizer Hof* (good), *Suisse*, *Boulevard du Jura*, *Hirsch*, *Faucon*, and several others in the town. Some good pensions for those who contemplate a stay. Restaurants numerous.

Baths at Holzplatz (swimming); in river Aare (very cold glacier water), near the Unter Thor Bridge.

Cabs: one horse, ¼ hour drive, one or two persons, 80 cents.; three or four persons, 1 f. 20 c.; whole day, 15 to 20 francs, according to number of persons.

Shops without number; anything from a needle to an anchor may be purchased. Celebrated for musical boxes and wood-carvings, but they are very dear.

A funiculaire railway has recently been constructed from the terrace of the Palais Federal to the Aarziehle, which lies to the south in the plain. Fare, 10 centimes.

Digitized by Google

Digitized by Google

Digitized by Google

Berne is the capital of the canton of same name, and has a population of 39,000 (2,700 R.C.). Berne joined the Confederacy in 1353, and is the most important canton in Switzerland. The city is a "city of bears." There are live bears, bears in wood and marble, and mechanical bears in the clock (described below). The city arms are bears. The town owes its importance to its position, as well as fine air. It faces the stupendous chain of the Bernese Alps, which are visible from almost every part of the city. The principal mountains are the JUNGFRAU, WETTERHORN, MÖNCH EIGER, BLÜMLISALP, DOLDENHORN, SCHRECKHORN, NIESEN, STOCKHORN, FINSTERAARHORN, GROSSHORN, BREITHORN, BALMHORN. On a summer evening, when the sun is setting, this wonderful panorama is magnificent beyond any power of words to describe, and when the *Alpenglüth* (Alpine glow) lingers upon them they seem to be touched with a sublimity that is almost unearthly, and frequently affect sensitive people to tears. No one can turn away from this scene without feeling the better for having gazed upon it. It is one of the most impressive and magnificent the world (grand as it is) can show. It is a sight to be thought over in after-years, and remembered as a purifying memory.

On the 24th of September, 1883, a new and handsome bridge was inaugurated. It is called the Kirchenfeld, and connects the town with the plain known as Kirchenfeld, on which an entirely new suburb is springing up.

Sights.

The city is full of fountains, and they are all ornamented with bears. The Kindlifresser-Brunnen (the Ogre, or Child-eater's Fountain) is the most curious. It represents a giant in the act of devouring a child, while other children are stuffed into his pockets, ready for his next meal. It stands in the Kornhaus-Platz (*see* Plan).

The Clock Tower in High Street. Three minutes before every hour a wooden cock flaps his wings and crows; then follows a procession of bears on their hind legs. They march round a seated figure of Time holding an hour-glass. A harlequin indicates the hour by striking a bell. When clock strikes cock again crows; old man turns hour-glass, and counts the time by raising a sceptre and opening his mouth, while a bear to his right nods its head. A stone figure above strikes a bell with a hammer, and the performance winds up with another cock-crow. The whole performance is very wheezy and jerky, and much over-rated. However, it is one of the "sights."

The Cathedral. Splendid, Gothic. Begun in 1421, finished 1573, restored 1850. Decorations

Digitized by Google

very fine. Note open balustrade of roof. West entrance is sculptured with Last Judgment. Choir has some stained glass of the 15th century. Organ very grand. Performance every evening at dusk; admission, 1 franc; several persons of a family, 2 francs. Open space in front of west entrance has a statue of Rudolph von Erlach in bronze. Bears, of course, at corners: 223 steps lead to the lodge of tower-keeper (½ franc). This is a most magnificent view, and should not be missed.

Münster Terrasse (Cathedral Terrace), above the Aare, formerly churchyard, now a promenade. Splendid and entrancing view. Tradition says a drunken German student made a wager, in 1654, that he would jump his horse (while he was on its back) over the parapet. He did. The horse was smashed, the fool was not. (Take it *cum grano salis.*)

The Museum. Tuesdays, Thursdays, 3 to 5 gratis; Sundays, 11 to 12 ditto; other days, ½ fr. Bears again. Celebrated St. Bernhard dog, "Barry" (stuffed, of course) is exhibited. He saved 15 persons from perishing in the snow. Collection of animals, minerals, and Alpine plants—very fine. Close by is the library, containing a splendid collection of historical works on Switzerland.

Roman Catholic Church. Gothic. North side of city. Worth a visit.

Federal Council Hall. Florentine style. Fee, 1 franc for 1 to 3 persons. Worth a visit. Do not neglect to ascend to the roof, whence the view is enchanting.

Kunst Museum. Italian style. Contains municipal picture gallery. Fine collection. Fee for admission, 50 centimes. On Sundays and Tuesdays it is open free.

The Bears' Den, at the foot of the Nydeckbrücke at the end of town. The bears are maintained at the expense of the town, and are jealously guarded from harm. They have had several fortunes left them. The public are not allowed to feed them, but they are so fat and lazy that they look upon anything that may be offered them with contempt. That they are not harmless, however, is proved by the fact, that in 1861 an English officer (who had been dining) made a wager that he would walk round the inner parapet of the railings. He attempted it, fell in, and was torn to pieces by a bear named *Mami.* This animal, which was a splendid specimen, died at the begininng of 1882.

Rath-haus. Built, 1406. Restored, 1868. Arms of the canton outside.

Military Establishment, beyond the Schänzli. Modern; cost nearly 5,000,000 francs. Close by is the exercise-ground. The town possesses many hospitals and charitable institutions.

Excursions from Berne.

The Enge (not far from railway station). A peninsula nearly surrounded by the river. Magnificent view. Time, ¾ of an hour.

To the Gürten (2,825). A hill to the south. Splendid view, more extensive than from the city. Time, 4 hours. Guide not necessary. Carriage and one

Digitized by Google

horse, 12 francs. Altogether a charming excursion, and should certainly be made. A funiculaire line is to be built to the summit of the Gurten.

To the Zimmerwald (2,854). Distance, 6 miles. Hotel and pension, *Séjour*. Beautiful situation. Excursion may be extended 4½ miles further to—

Butscheleck (3,471). Marvellous view. Guide to top not necessary.

To Hindelbank. 9 miles, by road or rail. In the church remarkable tomb to Madame Langham. This lady died in childbed. The tomb is represented as bursting at sound of last trump, mother and babe seen rising. Beneath, the line—

Here am I, and the child
Thou gavest me!

To Fribourg. 19 miles. Rail, 1 hour. Left side best view. Journey replete with interest. Population, 10,000 (nearly all Catholics). Hotels: *National* (good), *De Fribourg* (good, but not well situated). Buffet at the railway station. Fribourg is one of the oldest towns in Switzerland.

Sights in Fribourg.

Suspension Bridge. Cost £24,000. 300 yards long, 22 feet broad, 168 feet above river. Astounding view from it.

Cathedral. Gothic. Commenced 1185. Bas-relief over entrance, Last Judgment. Very fine. The organ is renowned throughout Europe. It has sixty-four registers and 7,800 pipes.

Lime-tree of Morat. 14 feet in circumference. Opposite old Rath-haus. STORY: When Burgundians were defeated at Morat, a lad, native of Fribourg, ran with a branch in his hand all the way, and on arriving could only utter the one word, "Victory," ere he fell dead. A slip from the branch he carried was planted on the spot where he fell. The slip is now the tree.

Cross Routes from Berne.

To Lausanne, by way of Fribourg and Romont. The traveller should chose the left-hand side of carriage, views being finer.

To Morat. Rail, 2¼ hours, 17 miles. Here the battle (alluded to above) was fought on June 22, 1476. Swiss numbered 35,000; Burgundians, under Charles the Bold, nearly 60,000. History says 15,000 of latter were slain. Obelisk marks the spot. (Neuchâtel can be reached from here by diligence in 2 hours, or by steamboat in 1½ hour.)

To Bulle, by way of Romont, whence it is distant 12 miles. Time from Romont, ¾ of an hour. Fare, 1 f. 65 c.; 2nd, 1 f. 25 c.

BULLE.

(2,492.) Hotels: *Cheval Blanc, de la Ville* (both fair). A prettily-situated town, at the terminus of the Ramont and Bulle Railway. Celebrated for Gruyère cheese, which is made in the neighbourhood.

Digitized by Google

Excursions.

Ascent of Moleson (6,584). Time, 5½ hours. Guide, 7 francs (not absolutely necessary, but better if ladies are in the company). View from summit amongst the grandest in Switzerland. The excursion is not difficult, and perfectly free from danger. The route is by Vuadens road, as far as the saw-mill; then sharp to the left, and ascend by stream for an hour and a quarter to an old monastery with red roof. Thence on the west slope of the mountain to some chalets called *Les Planés*, where there is an inn and refreshments can be obtained. Hence the summit is reached in 1¼ hour. If in any doubt about the route, a boy can be obtained at the chalets for 1½ franc. Lake of Geneva seen from top, and a wonderfully grand panorama of mountains; some people say it compares favourably with the Rigi.

41. BULLE TO MONTBOVON BY THE MOLESON.

The route is the same as described above, as far as the summit of the Moléson. The descent is then made by a steep and ill-defined path (no danger for practised walkers) to ALBEUVE (2,493), whence there is a good road to Montbovon. Nine hours must be allowed for the walk; guide not imperative.

MONTBOVON (2,630). Hotel: *du Jaman*. Horses and guides can always be had here. A prettily-situated village, but no inducement to stay more than the night.

42. MONTBOVON TO CHÂTEAU D'OEX.

Distance, 9 miles; good road. A wonderfully picturesque walk through a magnificent gorge.

CHÂTEAU D'OEX (German, *Oesch*) (3,498). *Pension Berthod* (good), *Pension Ours*, *Maison de Ville*, *Pension Rosat*, *Du Midi*, *Villa d'Oex*. Population, 6,500. A pretty village, situated in a splendid position, and a great summer resort, on account of the purity and bracing nature of the air, and lately also used as a winter station for invalids.

Between Château d'Oex and Bulle there is a daily diligence (both ways), which performs the journey in 4½ hours, so that travellers who do not care to walk over the Moléson from Bulle should choose the diligence.

Excursion from Château d'Oex.

Ascent of Moat Cray (6,800). **Time, 4 hours; guide not necessary. Magnificent view.**

About two miles from Château d'Oex is a small village called ROSSINIÈRES. It has a pension which boasts of 150 windows. The village is situated in Canton Vaud, on the Sarine. There is a splendid gorge close to, and the Dent de

Digitized by Google

Jaman Pass is easily reached. Ascents from here:—LE CRAY (6,705). Time, 6 hours. Guide required. Fine view. LE PRAZ (7,400). Time, 8 hours. Guide required. View splendid. English Church service in the season.

43. CHÂTEAU D'OEX TO AIGLE.

25 miles. Diligence daily, in 6½ hours; a magnificent drive; still more enjoyable if walked. Pedestrians may save a great deal by short cuts. If too much for one day, night can be spent at LA COMBALLAZ (half way). Hotel: *Couronne* (very good), frequently crowded in summer. There is a mineral spring here.

LE SEPEY (*see* page 201).

AIGLE (*see* page 108).

CHÂTEAU D'OEX to SAANEN (*see* page 199). Distance, 8 miles.

44. MONTBOVON TO MONTREUX OR VEVEY, BY PASS OF THE JAMAN.

One of the finest of the short excursions in the Alps. Time to Montreux, 6½ hours; to Vevey, 8 hours. Guide, 6 francs (not required). Horse to summit of Pass, 10 francs; to Montreux or Vevey, 20 francs.

ROUTE: Right, from church; ½ hour to left, by a house; then descend to bridge over the Hongrin; 20 minutes, village ALLIÈRES. Inn: *Croix Noire.* Ascent now, 2 hours to summit of Pass (4,980), called Col de la Dent de Jaman. View from here entrancing. Path to Montreux passes to right of chalets; then ½ hour to a bridge, ascends a little, and runs level for 1 hour to LES AVANTS (two hotels); branch road to Vevey. Rest of the route cannot be mistaken.

45. SOLEURE TO THE WEISSENSTEIN.

A railway to connect the two places is projected.

SOLEURE is 27½ miles by rail from Berne. (For fares, *see* No. 10, page 202.) It is an old town on the Aare, and has a population of nearly 8,000 (1,300 Protestants). It is the capital of the canton of the same name, and the residence of the Bishop of Bâle. It entered the Confederation in the year 1481, and is said to be the most ancient town on that side of the Alps, after Trèves.

HOTELS at Soleure: *Couronne* (good), *Cerf*, *Thurm*, and *Bargetzi.*

RAILWAY STATIONS: there are two; *Neu-Solothurn*, on the right bank of the Aare, and a quarter of a mile from the new bridge it crosses the river; and *Alt-Solothurn*, on the left bank, and a mile from the other one.

Digitized by Google

Sights.

The Cathedral, ST. URSUS-MÜNSTER, is eight minutes by rail, and can be reached by either of the two stations mentioned above. It was erected between 1762-73, on the site of an earlier edifice. There is a flight of thirty-three steps leading to the façade between two fountains. One represents Moses in the act of smiting the rock; the other, Gideon wringing the dew from the sheepskin.

The Arsenal is close to the cathedral. It contains an interesting collection of ancient armour and arms. An object to be specially noticed is a mitrailleuse of the fifteenth century; and adjoining it is an automaton which the attendant will set in motion. On the upper floor is a cast representing the reconciliation of the confederates. It is from a drawing by Distéli, and was executed by Nicholas von der Flüe.

The Clock-Tower, said to have been erected in the fourth century B.C. It has mechanical figures similar to the one in Berne.

Roman Antiquities. Some interesting remains are preserved under the arcades of the Hôtel de Ville.

Museum.—Near the bridge, at the Orphanage. Fossils and minerals.

Pictures.—The Kunstverein has a "Virgin and Child," with SS. Ursus and Martin of Tours, by Holbein the Younger; date, 1522.

WEISSENSTEIN (4,213). It lies to the north of Soleure, and may be reached in 3¼ hours, either walking or driving. On the VORDERE WEISSENSTEIN, which stands to the right of the Soleure and Münster Road, is an hotel and pension; it is beautifully situated, and a favourite summer resort.

Carriage to the Weissenstein, two-horse, three persons, costs 20 francs; for four persons, 25 francs, with fee to driver. Should the carriage be kept all night on the summit, an extra fee of 5 francs is charged. The route is by LANGENDORF and OBERDORF.

FOOTPATH (guide or porter, not necessary, 5 francs; 8 francs if he remains all night). The route is past the cathedral of St. Ours, and through the Bâle gate; then bears to the left towards a villa with two towers, called Villa Cartier; then turns to the right. Soon after, an avenue is entered on the left, and at the end of that a turn must be made to the right towards the church. Before the church is reached, however, Bargetzi's Brewery will be observed (beds can be had), and here we turn to the left into ST. VERENATHAL. This is a romantic ravine, nearly half a mile long. A sign-post points out the way to HERMITAGE on the left. At the beginning of the gorge a path on the left will be noticed, this leads to the WENGISTEIN, mentioned further on. At the north end of the ravine stands the—

Digitized by Google

HERMITAGE OF ST. VERENA. On the right the hermit dwells, and on the left is the chapel cut out of the rock. A flight of steps leads up to it, and in the interior may be seen a representation of the Holy Sepulchre, the figures being almost life-size. From the chapel we can continue our journey to some crosses that will be observed, and then pass some marble quarries, and so through a wood to the WENGISTEIN. There is a large mass of rock here on which is cut a Latin inscription that has reference to two events in the history of Soleure. The view from the Wengistein is very fine.

From the Hermitage to the Weissenstein we traverse a meadow, and, close to some cottages, cross the road, then ascend the hill and cross a stream, when we come to another group of cottages. Pass between these, and observe a stone cross, which is to be left on the right, then continue onwards towards the pine wood, at the entrance to which another stream must be crossed; do not turn to the right, and a finger-post will then be noticed. From hence all is plain sailing, as sign-posts point out the way. The view from the summit of the Weissenstein is said to rival that from the Rigi. Amongst the mountains may be distinguished, in the north-east, the Sentis, the Glärnisch, and in the foreground the Rigi. The Tödi between the Rigi and Pilatus. Gazing beyond Soleure, we descry the Bernese giants, the Wetterhorn, Schreckhorn, Finsteraarhorn, Eiger Mönch, Jungfrau, Blumlisalp, Doldenhorn, the Ætels, Monte Rosa, and in the far south-west, Mont Blanc. Amongst the lakes we discern Bienne, Morat, and Neuchâtel.

THE RÖTHE (4,587). This may be reached in a walk of a little under an hour by taking a path that runs to the east of the hotel. The view embraces a greater panorama than the Weissenstein, and includes the Black Forest and Vosges.

THE HASENMATT (4,754). This peak lies to the west of the hotel. Distance, 1½ hours. The panorama enjoyed from it is magnificent. The traveller need not return to the Weissenstein, as, leaving the summit on the north side he can descend its west and south slopes, passing by LOMMISWYL, and so on to Soleure. Moutier (*see* page 215) and COURT (*see* page 215) may be easily reached.

46. BERNE TO BALE BY HERZOGENBUCHSEE.

Distance, 66 miles. Train takes about 4 hours. Fares: first, 11 f. 10 c.; second, 7 f. 80 c.; third, 5 f. 60 c.

Digitized by Google

On leaving Berne we cross the river Aare by a magnificent bridge, 200 yards long and 142 feet high. It has two roads, the lower of the two being for ordinary traffic. On the left, after crossing the bridge, a new suburb of the town will be observed, and soon after passing this we come to the drill-ground, called WYLER FELD, and from this point we obtain on the right a wonderful view of the Alps of the Bernese Oberland.

Passing the stations of ZOLLIKOFEN, HINDELBANK, and LYSSACH, we arrive at—

BURGDORF, 14 miles from Berne. Hotels: *Bahnhof, Bär, Guggisberg.* This is an old town, standing on the side of a hill, and in many respects, particularly in its arcades, resembles Berne. It was in the château of Burgdorf that Pestalozzi founded his educational establishment in 1798, which was transferred to MÜNCHSEN-BUCHSEE in 1804, and from thence, soon after, to YVERDON. From the church and château in the town beautiful views are obtained, while to the east of the town is the LUEG (2,924), which commands a most imposing panorama. For an excursion from Burgdorf to the Lueg and back 3 to 4 hours are required. There is a branch line from Burgdorf to Soleure (*see* page 207).

Leaving Burgdorf we cross the GROSSE EMME, then pass through a tunnel, and gain a picturesque valley, and soon arrive at—

HERZOGENBUCHSEE. Hotel: *Sonne.*

Cross Route to Soleure.

Distance, 10 miles. Train, in 40 minutes. Fares: first, 1 f. 50 c.; second, 1 f. 5 c.; third, 75 c.

Pursuing our journey, we reach LANGENTHAL. From thence a line is being constructed to HUTTWYL, a considerable village to the south. We pass several small stations, and arrive at—

BÂLE (*see* page 371).

Digitized by Google

47. NEUCHATEL.

Rail to Geneva, *viâ* Yverdon, Lausanne, Nyon. Distance, 74½ miles. Fares: First, 14 f. 35 c.; second, 10 f. 30 c.; third, 7 f. 40 c.

Time by express, 3 hrs. 46 m. Four trains to, five from, daily; only one express each way.

Hotels: *Grand Hôtel du Lac* (close to lake), *Grand Hôtel du Mont Blanc*, *Bellevue*, *du Soleil*, *du Commerce*, *des Raisins*, *Faucon*. (The first three hotels named are good first-class; the others are good second-class.)

The RAILWAY STATION is nearly half a mile from the town. An omnibus plies between the two—fare, 30 c.

Neuchâtel is celebrated for its watches and wine. The former can be purchased at lower prices than at Geneva. It is necessary to go to a maker of repute.

The red wine is principally grown at Cortaillod and Derrière Moulins; the white at Auvernier, Bevaix, and St. Béaise. A capital champagne is made, but *all* the Neuchâtel champagne is not good.

Neuchâtel is the capital of the canton of the same name. It has a population of 14,000, 3,000 being R. C. It formerly belonged to Prussia, but joined the Confederacy as the twenty-first canton in the year 1815, although it was still under the protection of Prussia. By a treaty signed at Paris on the 28th of May, 1857, the bond between it and Prussia was dissolved.

The town is built on a slope of the Jura.

The LAKE is 30 miles long, 4 miles broad, and from 600 to 700 feet deep.

The modern portion of the town may be said to be handsome, and has a very fine quay, upwards of half a mile long, and commanding good views.

The celebrated naturalist Louis John Rodolph Agassiz was born on the 28th of May, 1807, in the parish of MOTTIER, between the Lake of Neuchâtel and the Lake of Morat, at which place his father was a pastor. He died on the 15th of December, 1873.

Digitized by Google

Sights.

The Old Château stands on a hill, and commands a very charming view. Near it is the High Church (Temple Du Haut), where many of the old nobility of the canton are buried. Architecture of the 12th century.

A Museum of Alpine Animals (Musée Challande). Well worth a visit; fee, 1 franc.

Picture Gallery (next to Musée Challande) in the Hôtel Dupeyron (formerly Palais Rougemont). Well worth a visit; fee, ½ franc; Sunday, 1 to 4, free. Many of the pictures are valuable and beautiful.

Museum of Natural History and Antiquities, founded by Professor Agassiz. Free, Sundays and Thursdays; other times, ½ franc.

Statue of David de Pury (in the square near the lake). Pury was born in poverty in the town, but by enterprise, industry, and integrity amassed an enormous fortune, and on his death at Lisbon, in 1876, he bequeathed 4½ millions of francs to his birthplace.

The Trouée du Seyon. A tunnel, 500 feet long, which was built as a channel for the waters of the Seyon to reach the lake.

Excursions.

To the Chaumont (3,850). A spur of the Jura range, to the north of the town. Splendid view. The route is by **Chaux-de-Fonds** road for 1 mile, then there is a path on the right which leads to the summit in 1 hour. A char up and down costs 10 francs. There is an inn on the top.

To the Pierre-à-bot (stone of the toad). An enormous mass of rock, said to have been conveyed from the distant Alps by glaciers, now extinct; on the Chaumont road, 1 hour's walk.

To the Gorge de la Reuse. Very beautiful and romantic. Take train to **Boudry,** thence on foot to the Gorge and back, 2 hours (*see* page 217).

To the Gorge du Seyon, on the Vallengin road; 1 hour. Pretty and interesting.

The Creux du Vent (4,800). This is a hollow in the mountains, 622 feet deep, and 2½ miles round. The wind and the clouds seem to be constantly at war in the hollow. To reach it, take train to **Noiragues,** ½ hour; thence a path leads to the summit in 2½ hours. Descent may be made on the other side to **St. Aubin** on the lake; thence back to Neuchâtel by rail, ½ hour.

Connexions by rail with Bâle and Berne.

48. NEUCHATEL TO BIENNE.

By rail:—

Neuchâtel to Bâle, *viâ* Bienne, Soleure, Olten, and Liestal. Distance, 82 miles. Fares: 1st, 13 f. 30 c.; 2nd, 9 f. 50 c. Time, by express, 5 hrs. 25 m. Three trains daily each way; one express. Quicker from Bâle, 4 hrs. 11 m. Another route, *viâ* Delemont, Sonceboz, Bienne, and Neuveville. Distance, 75 miles. Fares, same as above. Three trains daily each way. Rail terminates at Le Locle.

Digitized by Google

Magnificent views. Sit on left. At 12½ miles LES HAUTS GENEVEYS (3,136). Splendid view of Mont Blanc. From here through a tunnel 2 miles long (time, 7 minutes), then into very wild scenery.

LA CHAUX DE FONDS (3,254). Surroundings grand. Hotels: *Fleur de Lys, Guillaume Tell, Balance, Lion d'Or.* Handsome town, with 20,000 inhabitants. Climate very severe. Chief trade, watches; nearly every one employed making them. An immense business carried on with foreign countries. (Nothing to induce the tourist to make a stay.)

LE LOCLE (3,021). Hotels: *du Jura, Trois Rois.* Town utterly destroyed by fire some years ago; since rebuilt. Population, 10,870 (1,015 R.C.). Nearly all engaged in making watches.

Sights in the Neighbourhood.

Saut du Doubs. Magnificent waterfall; sheer leap of 85 feet. Distance, 4½ miles to north-west. Chars-à-banc run; seat, 5 francs. Below the fall the river flows through a narrow gorge, 1,000 feet deep, and forms frontier between France and Switzerland. Falls best seen from French side. Splendid and picturesque "bits for artists."

Roche Fendue. On French frontier. Distance, 2 miles. A rock cutting, romantic and picturesque. Close to are the subterranean mills of **Cul des Roches.** Very curious. Worth a visit. Fee, 1 franc.

Train back as far as Couvers (tourists not going to Le Locle do not change at Couvers). Thence through the grand and picturesque Vallon de St. Imier (a watch-manufacturing region).

ST. IMIER (9 miles from Couvers). Hotels: *Couronne, de Ville, Treize Cantons.* It is the capital of the valley, with 5,800 inhabitants.

Ascent of the Chasseral. Better from Bienne.

Beautiful scenery onwards to SONCEBOZ (junction, loop line to Bienne). Nothing at Sonceboz.

BIENNE (German, *Biel*).

To Berne, 21 miles, by rail; express, 1 hour.

Hotels: *Bielerhof* (very good, close to station), *Couronne, Croix.* Buffet at station.

A very old town, close to the lake. Population, 9,200 (1,000 R. C.). Town splendidly situated, with magnificent surroundings.

The LAKE (German, *Bieler See*) is 11½ miles long, and 3 miles broad. It is connected with the lake of Neuchâtel by the

Digitized by Google

river ZIHL (or Thièle). Many remains of lake dwellings have been recovered from the waters. A small steamer plies, and the railway skirts the lake.

A line of railway is in construction from Bienne to MACOLIN, a charming spot in the Jura Mountains.

Sights.

Musée Schwab. Highly interesting. Collection of Swiss antiquities.

Avenue in the environs. It goes the whole length of the lake.

Excursion.

To Magglingen. 1 hour on foot, 2 hours by carriage. There is a new *Kurhaus* here, which offers inducements for a lengthened stay. The air is bracing, scenery delightful, and the neighbourhood abounds in charming walks.

Ascents.

The Chasseral (5,100). Time, 5 hours. Guide necessary (no difficulty or danger). Fee, 7 francs. View magnificent; embraces Black Forest, Vosges, and the Alps. Inn on the top. Descent can be made to St. Imier (*see* page 213). New set of views.

Bozinger Hohe. 3 hours. Guide not necessary. Splendid view; an amphitheatre, said to be 180 miles in extent.

49. BIENNE TO BALE BY THE MUNSTERTHAL.

Railway, 56 miles. Time, 3 to 4 hours. (For fares, *see* page 373).

NOTE.—The Münsterthal is called by the French *Val Moutiers*. It is watered by the river BIRS, and the scenery throughout is extremely grand and imposing. It is said to have been one of the Roman lines of communication between Avenches (*Aventicum*) and Augst (*Augusta Rauracorum*). The railway is of recent construction.

Soon after leaving Bienne magnificent views are obtained. The train enters the ravine of the SUZE, and passes through a tunnel. It then gains the valley of ORVIN, and enters two more tunnels; between this last tunnel and the next a glimpse of the Fall of the Suze will be obtained. Two small stations are next passed, and we arrive at—

SONCEBOZ (*see* page 213). Hotel: *Couronne*. Restaurant at station. There is a junction here with the line to La Chaux-de-Fonds (*see* page 213).

Proceeding on, we cross the SUZE and enter the VALLEY OF ST. IMIER; skirt the south slope of MONT DE CORGEMONT, and reach a tunnel 1,500 yards in length, under the PIERRE PERTUIS.

Digitized by Google

NOTE.—The PIERRE PERTUIS is a natural cavity in a mass of rock, and in time of war has frequently been fortified. On the north side is a Roman inscription said to date back A.D 161. It has within the last few years been restored. On leaving the tunnel we soon enter the station of—

TAVANNES (German, *Dachsfelden*). Hotel: *Krone.* This is a considerable village, and stands at the source of the Birs. Leaving here several unimportant stations are passed, and we arrive at—

COURT. Hotel: *Ours.*

Cross Route from Court.

To Reuchenette, over the **Montoz** (4,380). Time, about 5 hours. Guide desirable. Fee, 7 francs. He can be procured at **Court,** or **Bévilard,** ¾ hour to west. View is very fine.

From Court the line traverses a very romantic gorge and soon reaches—

MOUTIER (German, *Münster*). Hotels: *Krone, Hirsch.*

Cross Route from Moutier.

To the Weissenstein (*see* page 208). There is an excellent road beginning at the mouth of the gorge, near an inn called the *Pflug*. It ascends to the left for 2 miles, and gains **Granfelden** (1,982) (French *Grandval*) thence in 1 mile, **Crémine** (Croix), passes a watch manufactory; follows the course of the **Rausse,** and reaches in 2½ miles more **St. Joseph am Gausbrumen.** Hotel: *Post.* This spot is on the north base of the Weissenstein, and the summit (4,213) can be gained in 1¼ hour; or if the road is chosen, 2¼ hours will be required. Carriage can be obtained at Moutier to Weissenstein for 20 f. View is superb.

On leaving Moutier the train crosses a bridge, and reaches ROCHE, where there are glass foundries and forges. We are now in the MÜNSTERTHAL, and the scenery is very grand. Tunnels and galleries in quick succession are passed through, and the line is carried across ravines by means of viaducts. We pass COURRENDLIN, and arrive at—

DELÉMONT (34 miles from Bienne) (German, *Delsberg*). Hotels: *Ours, Faucon, Pens.* Restaurant at the railway. There is a château here which formerly belonged to the former bishops of Bâle.

NOTE.—There is a junction line from here to Porrentruy. Distance, 18 miles. Time, 1½ hours. The line is constructed through the valley of the SORNE, and passes the stations of

Digitized by Google

COURTETELLE, COURFAIVRE, BASSECOURT, and GLOVELIER. A little way beyond the last-named is a tunnel 3,200 yards in length, beyond which, after passing through two small tunnels, the train reaches ST. URSANNE. Hotel: *Deux Clefs.* This old town is situated in the Valley of the DOUBS, and on a rock above are the ruins of a castle.

Proceeding onwards we plunge under MONT TERRIBLE, and once more emerging into daylight, arrive at COURGENAY, and then PORRENTRUY (German, *Pruntrut*). Hotels: *Cheval Blanc, Ours.* This is an old town, with about 6,000 inhabitants. It boasts an old château, which was once the residence of various bishops of Bâle. From here the line is continued to DELLE, on the French frontier, and so on to Montbéliard, which is on the line from MUHLHAUSEN to BELFORT and BESANÇON. This is the shortest line between Paris and Berne.

Leaving Delémont behind we pass on the left a manufactory called BELLERIVE, enter a rocky valley and arrive at SANGERN. Next on to LISBERG, then cross the Birs twice, and reach BÄRSCHWYL, and arrive soon after at—

LAUFEN. Hotel: *Sonne.*

On leaving Laufen an old castle will be observed on the left. It is called SCHLOSS ZWINGEN, and was formerly the residence of the episcopal governors of the canton. The valley now contracts and we pass station GRELLINGEN, and soon after, on the left, see the ruin of Pfeffingen. We next enter a tunnel and reach DESCH, and in two miles more arrive at—

DORNACH-ARLESHEIM. It was here that on July 22nd, 1499, 15,000 Austrians received a crushing defeat at the hands of 6,000 Confederates, and through this the Swabian war was terminated.

We soon pass on the right several ruined castles; cross the Birs again, and arrive at the central station of—

BÂLE (*see* page 371).

50. NEUCHATEL TO LAUSANNE AND GENEVA.

Travellers going to Geneva should leave the train at Lausanne, and then take the steamer for Geneva. The connexion, however, between boat and rail cannot always be made. Ask at station. The train skirts the lake as far as AUVERNIER, then leaves it, but returns to it at BEVAIX. Five miles from Auvernier is COLOMBIER, celebrated for white wine. Roman remains in neighbourhood. Next station is BOUDRY. Town

Digitized by Google

1 mile away. Celebrated as being the birthplace of Marat. If time permits, leave the train and walk or drive to :—

Gorge de la Reuse. Time, there and back from station, 2 hours. The river Reuse is precipitated in a series of picturesque falls through a narrow chasm. Path through gorge perfectly safe, and protected by railings which were put up at the expense of M. Suchard, the extensive chocolate manufacturer. His manufactory is situated close to the Gorge of Serrières, near Auvernier.

Ascent of Creux du Vent (*see* "Excursions from Neuchâtel"). Time from Boudry, 3 hours. Splendid echoes. Celebrated for rare plants and minerals. Fine field for botanists and geologists.

The train passes several small towns and villages, but scenery is not particularly interesting. Near CONCISE, on the right, is village of CORCELLES. Some granite blocks (not seen from train) mark the spot of the Battle of Grandson.

HISTORY OF THE BATTLE.—Charles the Bold of Burgundy had gained possession of the castle of Grandson by treachery, and slaughtered the garrison in cold blood. Not content with this possession, he seized the castle of Vaumarcus, near Corcelles. Exasperated at this, and thirsting to revenge their murdered countrymen, the Swiss attacked him on the 3rd of March, 1476. Long and furious battle : Charles totally defeated. Enormous booty fell into the hands of the victors, including the crown jewels. Amongst these were two magnificent diamonds of immense value. One now adorns the French, the other the Papal crown.

After passing station of Grandson, train skirts south-west end of lake, and reaches—

YVERDON (*see* page 91). Hotels : *de Londres* (good), *Croix Fédéral*. Population, 5,900 (590 R. C.). Situated at the end of Neuchâtel Lake. It was long the home of Pestalozzi the philanthropist. He was a native of Zürich, and spent his life in trying to better the condition of the lower classes. He established schools and hospitals, and died in 1825.

Ascents from Yverdon.

The Old Castle, erected in 1135. Contains public schools, town library, and a museum of antiquities from lake villages. Close to the town is a sulphur bath. Hotel and pension close to it.

Ascent of the Chasseron (5,285). Splendid view. Diligence twice daily to **St. Croix,** 3¾ hours. Thence 2¼ hours to summit. Guide not necessary.

St. Croix celebrated for manufacture of musical boxes, 100,000 made annually. (Query, who buys them?)

The Aiguille de Beaulieus (5,190). Time, 4½ hours. Guide not absolutely necessary.

Mont Suchet (5,250). Time, 4 hours. Guide not absolutely necessary. (Both the above offer splendid points of view.)

Digitized by Google

Cross Routes from Yverdon.

To Freiburg, 28½ miles. Rail, 2½ hours. Fares: 4 f. 5 c.; 3 francs.

To Payerne, same route. Splendid scenery.

The train now passes through some picturesque scenery to—

Lausanne (*see* Geneva and environs, page 104).

Thence onward, skirting the Lake of Geneva to **Geneva.**

51. NEUCHATEL TO BERNE.

Rail. *Vid* Neuveville, Bienne, and Lyss. Distance, 40½ miles. Fares: 1st, 7 f. 15 c.; 2nd, 5 f. 20 c.; 3rd, 3 f. 80 c. Time (express), 1 hr. 57 m. Four trains to, 5 from, daily.

Route described in foregoing pages as far as BIENNE. Thence train proceeds to—

NEUVEVILLE (German, *Neuenstadt*). Population, 2,000.

Point for visiting Isle of St. Pierre in Lake of Bienne. 2 miles by boat, 6 francs. Here Rousseau lived. His house still stands, and a room he occupied is intact. He was expelled by the canton in 1765.

From Bienne the train reaches Berne in 1 hour. Scenery not particularly interesting, excepting in very clear weather, when some fine glimpses of Bernese Alps are caught. Sit on the right.

For route from Neuchâtel to Bâle—*see* Bâle section, page 373.

52. THUN TO INTERLAKEN.

Route to DÄRLIGEN (*see* Lake of Thun, page 190). Thence in 10 minutes to INTERLAKEN. Trains meet steamer. Through fare from Thun: 1st, 2 f. 80 c.; 2nd, 1 f. 45 c. Those who prefer to drive (18 miles) should choose the south bank of Thun Lake. One-horse, 15 francs; two-horse, 25 francs. (These rates are increased if there are more than two persons.)

53. INTERLAKEN.

It is, *par excellence*, the town of hotels and pensions, and by far the largest proportion of the summer visitors are English and American.

Principal hotels: *Victoria* (good), *Suisse* (good), *Belvedère* (good), *des Alpes* (good), *Beau Rivage* (good), *Interlaken* (good),

Digitized by Google



THE JUNGFRAU FROM INTERLAKEN.

Digitized by Google

Digitized by Google

Métropole (good), *Jungfrau* (good), *Oberland* (good), *Beau Site* (good), and many others. Speaking generally, the Interlaken hotels will compare very favourably with any part of Switzerland. Pension averages from 7 to 12 francs.

CHEMIST: F. Pulver, Poststrasse.

On the HÖHEWEG is a Kursaal, where concerts are held, and which has reading and ball-rooms. A band plays daily from 7 to 8 a.m., 4 to 5 p.m., and 8 to 10 p.m. The whey cure is practised from 7 to 8 a.m. Every visitor to Interlaken is charged ½ franc per diem for the support of this establishment, and for which he has the right of *entrée* at any time, except when there are special concerts. Visitors on pension only pay 2 francs per week, and families of two or more persons 1½ francs per week each.

The English Church Service is held in the Old Convent Church. Scotch Free Church in the Schloss.

Tariff for donkeys, 1½ franc per hour. Guides innumerable.

Exchange-office at the Volksbank, opposite *Hôtel du Cygne*, near the railway station.

Interlaken stands between Lakes of Thun and Brienz, which are 2 miles apart; and the intervening space is called the BÖDELI. There is no doubt that at one time the lakes were one, but were divided by vast deposits from the LÜTSCHINE, which flows into the Brienz.

The Höheweg is the favourite promenade. It is a magnificent avenue of walnut-trees, and on each side are splendid hotels and shops. The avenue commands a beautiful view of the Jungfrau.

As a starting-point for excursions, Interlaken is admirably situated, while its equable climate, abundance of good water, milk, and whey render it a desirable place for a prolonged stay.

Excursions.

To the Hohbühl. Time, ¾ of an hour. Cross the bridge, and ascend the hill on left. View of the two lakes and the Jungfrau.

Kleine Rügen (2,433). 1 hour. Splendid view; do not miss it.

Ruins of Unspunnen, 3 miles. *Café.* Road branches off from the one which leads to Lauterbrunnen, on right, between Matten and Wilderswyl.

The Heimweh-Fluh. ¾ of an hour, in the **Wagneren Schlucht.** Fine view.

Ruins of Weissenau. 2½ miles. Stands on an island in the Aare, near where the river enters the Lake of Thun.

To St. Beatenberg (*Pension Waldrand*) (3,782). 3 hours. Carriage, 1-horse, 17 francs; 2-horse, 28 francs. Bus daily, at 3 p.m., 5 francs; 4 francs to re-

Digitized by Google

turn. A splendid view. The Village of St. Beatenberg (*see* page 191) is excellently situated as a health resort. There is a Kurhaus (very good) and several hotels. Pension, from 8 francs.

To the Saxetenthal and Falls of Weissbach, and Gürben. 18 miles, there and back. One-horse carriage, 16 francs; two-horse, 25 francs. This is a delightful excursion, and should not be missed.

Ascents.

The Harder (5,200). Time, 3½ hours. Exceedingly steep. Guide indispensable, 6 francs. Fine panorama.

Schynige Platte (6,800). Considered one of the most beautiful points of view in the Oberland. Valleys of Grindelwald and Lauterbrunnen both seen. Hotel near top. Good road all the way. Horse and carriage, 20 francs. Time, 5 hours.

There is a bridle-path from the *Platte* to the FAULHORN, which can be reached in 4 hours; same time on foot.

The Abendberg (3,700). Time, 2½ hours; good road. Guide not necessary. Splendid view. Mule from Interlaken, 10 francs.

54. INTERLAKEN TO LAUTERBRUNNEN.

9 miles. Diligence twice daily, in 2 hours; comes down in 1 hour; fare, 2 f. 75 c. Carriage, one-horse, 9 francs; two-horse, 17 francs. For a stay of 2 hours an additional 2 francs on each fare.

This is a very grand excursion, and ought to be taken. The road runs through the solemnly grand LAUTERBRUNNEN THAL, passing on the right the BÖSESTEIN, which marks the spot where a baron of Rothenfluh put his brother to death in a very cold-blooded, heartless manner.

ZWEILÜTSCHINEN (2,190). A small village on the bank of the Lütschine. Here the valley branches to the right and left. The left is the Black Lütschine, and the right the White Lütschine.

LAUTERBRUNNEN (2,600). Hotels: *Steinbock* (good), *Staubbach* (good). Small village, magnificently situated. Splendid view of the BREITHORN and JUNGFRAU. In the immediate neighbourhood there are 25 waterfalls, little and big. The one which attracts the most attention is the STAUBBACH (Dust-brook). It is 10 minutes' walk from the *Staubbach Hotel*. The water descends in one leap 987 feet, but in the summer there is frequently so little of it that it comes down almost like mist or dust (hence its name). It is seen to the best advantage when the sunlight falls upon it. Longfellow beautifully describes the Lauterbrunnen Valley in his exquisite prose-poem "Hyperion."

Digitized by Google

Excursions from Lauterbrunnen.

Trumelbach. Very fine, should certainly be seen; 3 hours there and back, easy walking. Road readily found.

Cross Routes from Lauterbrunnen.

To Kandersteg (on Gemmi) **by the Sefinen-Furke.** Time, 15 to 16 hours. Guide (rope and axe) necessary, 30 francs. The night may be spent, if necessary, in the Alpine club hut on the **Dündengrat.** This is recommended, as it renders the journey less fatiguing. The excursion is a most magnificent one, but it should not be attempted by novices.

To Kandersteg by the Tschingel Pass (9,300). Good guide (rope and axe); fee, 30 francs. Time, 15 to 16 hours. Night can be spent at *Trachsellauenen.* This is a splendid route, and in many respects more imposing than the other one. The so-called **Tschingeltritt,** however, is trying, as a passage has to be made for some distance along the edges of precipices. With this single exception, there is no difficulty to be encountered.

To Reichenbach (*see* page 233) **by the Sefinen-Furke.** Mule-track; mule, 30 francs. Guide, 20 francs. Time, 11½ hours. This is a most beautiful excursion.

To the Lotschenthal by the Petersgrat (10,584) **to Ried** (*see* page 195). Exceedingly trying, but grand in the extreme. Time, 11 to 12 hours. Guide (rope and axe) required, 40 francs.

To the Eggischhorn by the Lauinenthor. Extremely difficult and dangerous, but wonderfully grand. None but the most thorough mountaineers should attempt it. Two guides absolutely necessary; fee, 50 francs each. Time, fully 20 hours. There is a club hut in the **Roththal,** 7 hrs. from Lauterbrunnen, where the night should be passed. The way is over the *arête* of the Jungfrau and the Gletscherhorn, and down on to the Great Aletsch Glacier (*see* page 167).

On no account should the last-named excursion be attempted except in the most perfect weather, and only when the snow is in good condition, as avalanches are frequent. Good guides and good rope are imperative.

Lauterbrunnen to Grindelwald over the Wengern Alp. Horse can go the whole way. Fare, 20 francs.

To Wengern Alp only, and back, 12 francs.

To the Little Scheideck. Horse, 14 francs. Guide, 12 francs (not necessary). Route well traversed in summer, and easy. Chairs (4 porters required, 6 francs each) to be had on either side.

This route is very fully described on page 225.

Digitized by Google

55. TO MURREN BY THE UPPER VALLEY.

Grand as the Lauterbrunnen Thal is, the Upper Valley is infinitely grander. The traveller should therefore arrange to spend at least one day in the district, though it is very little to devote to the wonders of this marvellous region. There is a mule-path to MÜRREN, which can be reached in 2½ hours. Horse, 12 francs; if taken on to TRACHSELLAUENEN (*see* below) the fee is 15 francs. Chair for ladies (four porters required), 24 francs.

The visit to Mürren will include a divergence to the truly grand FALL OF THE SCHMADRIBACH. The round can be done in one day, and good walkers may even accomplish the STEINBERG (*see* below) in a long day.

We strongly recommend the night being spent at Mürren.

Soon after leaving Lauterbrunnen, and on quitting a wood through which the road runs, a view is suddenly disclosed that is startling in its stern magnificence. It embraces an amphitheatre of glaciers and stupendous mountains, including the Mönch, the Eiger, the Jungfrau, the Silberhorn, the frowning precipices of the Schwarze-Mönch, the Roththalsattel, Mittaghorn, Grosshorn, Breithorn, Tschingelhorn, Gspaltenhorn.

From this spot Mürren is gained in about 1 hour.

MURREN.

(5,400.) Hotels: *des Alpes* (highly recommended), *Mürren* (ditto). Travellers who come only for the day will return by TRACHSELLAUENEN. Hotel, *Schmadribach.* It can be taken on the way up, if preferred.

From Mürren the path (good for mules) goes down to left, crosses a bridge, and gains the hamlet of GIMMELWALD, where there is a pension (good). Another bridge is crossed, then an ascent made and a cascade passed. At a bridge further on there are two paths; take the one to the right, and in 1 hour reach TRACHSELLAUENEN (4,200). The path to the fall is not easily found from here, and a boy had better be engaged from one of the chalets if you have no guide. Time from this point, 1½ hour.

FALL OF THE SCHMADRIBACH.

The situation is one of lonely grandeur, and impressive in a very high degree. The water literally bursts out from the Breithorn Glacier, and goes down 220 feet with a roar of thunder. On the pastures above, on the right, is a chalet.

Digitized by Google

The place where it stands is called OBERE STEINBERG, from which the view is more magnificent. The path to it is rough, and requires a little care. The Steinberg also embraces a view of the TSCHINGEL GLACIER.

ASCENT OF THE SCHILTHORN (9,800) FROM MURREN.

Time, 4½ hours. Guide required, 8 francs. The view from the summit is magnificent beyond description, and is worth coming from the ends of the earth to see. A horse can be taken as far as the ENGETHAL, 2¾ hours. After that the ascent is steep, over rocks and patches of snow.

A monument will be passed during the ascent, which has been erected to the memory of a young lady, Mrs. Arbuthnot, who was on her wedding tour in June, 1865, and who, while ascending the mountain in company with her husband and a guide, was suddenly struck dead by lightning. She was a daughter of Lord Rivers, and niece of Lord Granville. The view from the summit embraces most of the giant mountains of the Oberland group.

56. THE WENGERN ALP.

(6,000.) Hotel: *Jungfrau.* Byron wrote a portion of "Manfred" on the Wengern Alp. It is reached in 4½ hours from Lauterbrunnen. The road cannot be mistaken. Between the Wengern Alp and the Jungfrau there is only a narrow and desolate valley, called the TRÜMLETEN THAL. The situation is most imposing, and the traveller will have an opportunity of witnessing an ice avalanche. Frequently about noon, when the sun is hottest, tremendous masses of ice break off from the Jungfrau Glacier, and with a startling roar pour down into the Thal. These falling masses, as viewed from the Alp, do not seem very imposing, though their thunder is impressive; but the spectator must bear in mind that what seems like a mere cascade is, in reality, thousands of tons of ice, before which nothing reared by the hand of man could possibly stand.

Those travellers who wish to have a nearer view of these avalanches may, with a guide, make their way to the base of the Jungfrau, and gain a coign of vantage where, quite secured from danger by the formation of the rocks, they may view the falling masses of ice, which here have an imposing and startling effect. The approach to this spot is not entirely free from risk, on account of the stones that sometimes fall. With ordinary care, however, the risk may be reduced to a minimum. The

Digitized by Google

excursion, which occupies about 2 hours there and back, is well worth taking.

(For ascent of Jungfrau *see* Grindelwald, below.)

Proceeding on from the Alp for ¾ of an hour the traveller reaches the—

LITTLE SCHEIDECK.

(6,700.) Hotel: *Bellevue.* From this point is revealed a scene of true Alpine grandeur. Everything is on a vast scale, and the eye may range over glaciers which, in the aggregate, are said to cover 375 square miles of ground. The FAULHORN, with its lonely hotel, is visible, and to the south the dazzling snows of the Mönch, the Eiger, and the Schreckhorn, while at the feet of the spectator is the stern Valley of Grindelwald.

Excursions from the Scheideck.

The Lauberhorn can be ascended from the Scheideck. It rises to the north. Guide not necessary. Time, up and down, 1½ hour. The view is majestic.

To the base of the Mönch (Alpine club hut). Exceedingly interesting. Recommended; no danger. Guide necessary, 6 francs. Time required, 2 hours.

The rest of the journey down to Grindlewald occupies 2¼ hours. From Grindelwald to Lauterbrunnen, 8½ hours are required. Tariff for horses and guide is the same both ways.

57. INTERLAKEN TO GRINDELWALD.

13 miles. Diligence twice daily, in 2¾ hours. Fare, 4 f. 30 c. Travellers who select the Wengern Alp route (and it is much to be preferred) will proceed to Lauterbrunnen, and thence by Little Scheideck. Route described in preceding pages.

One-horse carriage to Grindelwald and back in one day, 16 francs (it is too long a journey for one horse); two-horse carriage, 30 francs.

The road runs through the LÜTSCHENTHAL, and in parts commands imposing views.

58. GRINDELWALD.

(3,500.) Hotels: *Schwarzer Adler, du Grand Eiger, Bär, du Glacier, Burgener, Alpenruhe* (we can recommend them all). Telegraph station. English Church Service in summer. Guides numerous, and nearly all good; some of them the best in Switzerland.

A scattered village, magnificently situated. Population, 3,200; nearly all engaged in herding cattle, of which there are

Digitized by Google

between 6,000 and 7,000 in the valley. There are two glaciers, which come right down into the valley, the south side of which is shut in by the METTENBERG (10,200), WETTERHORN (12,210), EIGER (13,100). The glaciers are the source of the Black Lütschine. In the little churchyard is a monument to a pastor of the Canton Vaud, who was killed in 1821 by falling into a crevasse.

Excursions from Grindelwald.

To the Lower Glacier. Guide not necessary, unless an excursion on the Glacier is contemplated. Time to the foot, 1 hour. Mule, 3 francs. Although this is called the "Little Glacier," it is very much larger than the upper one. A visit should be paid to the artificial ice caves on the right; fee, 50 c. One of them benefits the family of the late Peter Michel, a well-known and esteemed guide. The excursion can be extended for 2½ hours to the **Eismeer** (recommended). The path, easily found, ascends to right of glacier. Guide not necessary. There is an inn at the top of the path, and a flight of steps leads on to the glacier. A fee of 1 franc is charged for keeping the path in order. Pay at the inn.

The Upper Glacier. Horse, there and back, 7 francs. Two routes. 1st, towards Great Scheideck for 1½ hour. (Hotel, *Wetterhorn.* Pay ½ franc here to see the *ice cave.*) Thence in 20 minutes to foot of glacier. 2nd (guide necessary for this, 4 francs), by left bank of Lütschine, then steep ascent through forest until moraine is reached. Cross it, and gain a big rock, which has to be ascended by ladders. Then to the glacier in 1½ hour. The return should be made by the *Wetterhorn Hotel.* This is a fine excursion, and well worth the fatigue it entails.

Both the Grindelwald glaciers have receded very much of late years, and are still drawing in.

To the Zäsenberg (a glacier expedition of great interest, and ladies may undertake it. It is quite free from danger, but guide must be engaged; fee, 6 francs). There is a chalet built of stone on the berg, and milk is sometimes obtainable there. Every trace of vegetation is left behind, and the traveller enters a grim region of stupendous masses of ice, while all around him are the Bernese giants with their mantles of eternal snow. It is one of the grandest sights in the Alps. The excursion requires about 6 hours altogether.

Ascents from Grindelwald.

Zäsenberghorn (7,700). Magnificent view; for mountaineers only. Guide, 15 francs. Time from Grindelwald and back, 8 to 9 hours. On the route is passed the Zäsenberg Chalet (described above). Combined with this expedition, the **Eigerhöle** may be visited. This is a hole in the Eiger through which, on certain days of the year, the sun is said to shine.

Digitized by Google

The Männlichen (7,600). A spur of the Wengern Alp. Time, 5½ hours. Guide, 10 francs (not necessary). Mule can go the whole way, 15 francs. Below summit is an inn, dignified by the name of *Hôtel Grindelwald-Rigi*. View from summit is very grand. Excursion strongly recommended.

The Mettenberg (10,300). Difficult and trying. Time, 10 hours. Good guide (rope); fee, 25 francs. Splendid view of Finsteraarhorn and Schreckhorn, which seem to be close to the spectator, while far below him are the pinnacles of the Eismeer and the whole Grindelwald valley.

THE JUNGFRAU.

It will be remembered that Byron lays the third scene of the second act of the gloomy, but beautiful, dramatic poem of "Manfred" on the summit of the Jungfrau (the Virgin); and he puts into the mouth of the "First Destiny" the following lines:—

> The moon is rising broad, and round, and bright;
> And here on snows, where never human foot
> Of common mortal trod, we nightly tread,
> And leave no traces; o'er the savage sea,
> The glassy ocean of the mountain ice,
> We skim its rugged breakers, which put on
> The aspect of a tumbling tempest's foam.
> Frozen in a moment—a dead whirlpool's image:
> And this most steep fantastic pinnacle,
> The fretwork of some earthquake—where the clouds
> Pause to repose themselves in passing by——

Byron's character was right at that time in speaking of snows where human foot had never trod; but the same thing could not be said now, for the Jungfrau has often been ascended, even by ladies. And yet this magnificent mountain, which stands like a queen surrounded by her subjects, is *very* difficult, in spite of what some of the guide-books say to the contrary. It has this advantage, however, the danger which is inseparable from all big mountain ascents is, in the case of the Jungfrau, less than in many other mountains of the same character and height.

It was first ascended in the year 1811 by two intrepid Swiss guides (brothers) by the name of Meyers, who again ascended it the following year. They had frequently attempted it, but failed, until at last their perseverance and courage were rewarded, and theirs were the first human feet to tread its "virgin snows." In 1828 the next ascent was made by six Grindelwald peasants. In August, 1841, the great naturalist Agassiz, accompanied by the late Professor Edward Forbes, M. E. Desor, Du Châtellier, De Pary, and a Mr. Heat, piloted by four

Digitized by Google

guides (viz. : Jacob Leuthold, Michael Bannholzer, Johannes Ablanalp, and Hans Jaun, all of Meyringen), gained the summit. The journey was commenced from the Grimsel, and continued over the Upper Aar Glacier to the Viesch Glacier, until the Märjelen Châlets were reached—and here they passed the night with some shepherds. Next day they crossed the Aletsch Glacier by the route that is now taken from the Eggischhorn. The next important ascent was in August, 1863, when Professor Tyndall, Dr. Hornby, and Mr. Philpotts, with two celebrated guides (Christian Almer and Christian Laurener), accomplished it from the Eggischhorn, passing the night in the Faulberg Grottoes. They started by lantern-light the next morning, and gained the summit in 6 hours. The party enjoyed splendid weather, and, to use Professor Tyndall's words,—

The world, in fact, seemed to worship, and the flush of adoration was on every mountain-head.

From the base of the final peak they gazed down into the weird, lonely, and desolate Roththal, which the country folk round about aver is haunted by demons, who nightly hold revels with the accursed spirits of evil men. This point of view is the Roththal Col, which joins the Jungfrau at the north, and the Kranzberg (12,200) at the south. The col measures about 3 yards in breadth, and each side plunges down for thousands of feet at a fearful angle. The last hour of the ascent is over the face of a well-nigh perpendicular ice slope, which is exceedingly difficult, and even dangerous when there is little snow. The actual summit of the mountain is reached by an extremely narrow ridge, but a few inches in width, and about 15 feet long. The slopes on each side of this ridge have an inclination of 60° and 70° respectively, and a perfectly steady head is necessary in order that this *mauvais pas* may be passed in safety. The actual *top* is so narrow that only about three persons close together can occupy it at one time, and only then safely by sitting straddlewise. But what a view is disclosed! You look down on to the summits of the satellites Eiger and Mönch, and up to that of the mighty Finsteraarhorn, which *is* the highest Oberland mountain, statements to the contrary notwithstanding. In the west rises the graceful and truly beautiful Silberhorn (12,169), "Silvery Peak," and well does it deserve its name, for it is robed in spotless snow from summit to base. Stretching away on all sides is an ocean of peaks, golden and dreamy in the clear air, and below, in the deeper depths, are the rolling billows of glacier ice that

Digitized by Google

seem to flow on to all points of the compass. There is grandeur and savageness in the scene, beauty and tenderness, solemnness and impressiveness, grace and charm. And over all a weird, death-like silence that makes itself felt, though probably, as you stand and gaze, the echoes of this white world of wonder will be suddenly awakened by the roaring of the thundering avalanche; but this only serves to make the silence more solemn when the sound has died away. Such is the poetry and romance of the Jungfrau, and now for the practical part.

The ascent has been rendered more easy of late by the erection of a club hut on the Bergli (Grindelwald side), and by the "Concordia" club hut on the Eggischhorn side. Time from Grindelwald to the Bergli, 8½ hours; thence to the summit, 6½ hours. From Eggischhorn to Concordia hut, 6 hours; thence to the summit, 7½ hours. Descent on either side can be made in about 9 hours.

Two guides required for every 3 persons (the party, including guides, should not consist of more than 5); fee, 80 francs each guide. If descent is made on opposite side, the fee is then 100 francs. The night must be passed in one of the two huts mentioned. Ice-axes and good rope are imperative.

Note.—Last year a new route was discovered by which means the summit can be reached in 6 hours from the cabane in the Roththal. This route is not exposed to avalanches.

THE SILBERHORN.

Can be ascended from Grindelwald, but it is much more dangerous, and the view is inferior to that from the Jungfrau. It was ascended for the first time in 1863. Time, about 20 hours; fee for guides (2 necessary), 80 francs each.

THE FINSTERAARHORN.

This mighty giant, the highest mountain in the Oberland, the name of which signifies *darkness*, gives birth to the river Aar. It is by accurate measurement 14,040 feet in height. It was first scaled in 1829, again in 1842, and in 1858 by Professor Tyndall and a noted guide, Bennen (*see* article on Avalanches); since then, several times by members of the different Alpine clubs. It will be interesting to mention here, that when the Professor climbed it he placed a *minimum* thermometer in a little cavity, in order that the extreme of cold reached in winter might be registered. The thermometer was found in 1859, and it marked −32° Centigrade. The work in climbing the Finsteraarhorn is different to that which has to be done on the

Digitized by Google

Jungfrau. The latter, for the most part, is snow and ice, but in addition to these the Finster presents huge barriers of perpendicular rock. Sometimes it is necessary to scale these; at others to turn them by creeping along narrow ledges. All the qualities that go to make a good climber are called for: self-reliance, sureness of foot, a steady head, courage, perseverance, strength of limb, and long-staying powers. There are parts where, owing to the nature of the rocks, the climber is obliged to depend upon himself, as it is almost impossible for the guide to give any assistance. Altogether, the work is of an extremely trying nature, and none but well-trained mountaineers should essay it. The view is fascinating.

Routes to the Summit.

From Grindelwald to the Schwarzenegg Club Hut. 5 to 6 hours. Pass the night in the hut. Thence to the summit in 12 to 13 hours. Nearly the same time is required for the descent.

From the Grimsel (*see* page 172).

From Eggischhorn to Concordia Hut. Thence to top in 10 to 11 hours.

Whichever route is taken a night *must* be spent out, so that a porter or porters are necessary to carry up wood, blankets, &c. Guides (2 advisable), 100 francs each. Porters, 30 francs each.

THE WETTERHORN (*the Peak of Tempests*).

It has three peaks, the west one being called the Hasli-Jungfrau (12,200); the east, Rosenhorn (12,110). This mountain well deserves its name—the Peak of Tempests. It is the very cradle of storms, which seem for ever to rave and roar round the tremendous head of the great mountain, which might also be fitly called the Mount of Avalanches, for these awful forces of nature tear down the mountain from four different directions. The ascent is at all times extremely hazardous, but the magnificent views that are obtained almost repay one for the risks that have to be run. The centre peak (Mittelhorn) was first ascended in 1845 by a Mr. Spier and two well-known guides, J. Jaun and Caspar Alphanalph. Up to that time the mountain had been regarded as impracticable, and had got an evil repute, like the dread Matterhorn; but Mr. Spier broke the charm, and since then there have been several ascents.

Route from Grindelwald to the Gleckstein Club Hut (7,694). In 5½ hours. Thence, on following day, to summit in 7 to 8 hours. Guide, 80 francs. Porter, 30 francs.

Digitized by Google

THE GREAT SCHRECKHORN (*the Peak of Terror*).

(13,400.) The base of this tremendous giant, which frowns down on the Grindelwald Valley, is known as the METTENBERG. There are two peaks to the Schreckhorn, distinguished as the "Great" and the "Little,"—

The peaks round which the white clouds play.

The Little Peak was first climbed in the year 1857, by Mr. E. Anderson; and the Great Peak in 1861, by Mr. Leslie Stephen.

Like the Wetterhorn, the Peak of Terror is constantly swept by avalanches, and the ascent is altogether of the most difficult description, and should only be attempted by perfect mountaineers. Time, from Grindelwald to a cave far above the lower Glacier, 7 to 8 hours. Thence to the summit in 8 to 9 hours. Guide, 100 francs; porter, 40 francs.

MÖNCH (*the Monk*, 13,490). Very difficult and trying. Time, altogether, about 24 hours. Guide, 70 francs; porter, 30 francs.

EIGER (*the Giant*, 13,100). Difficult. Time, about 24 hours. Guide, 80 francs; porter, 35 francs.

Glacier Passes to the Grimsel Hospice.

By Finsteraarjoch (11,050). Very difficult. Time, 17 hours. Guide, 40 francs; 2 required.

By the Lauteraarjoch (10,400). Very difficult. 17 hours. Guide, 60 francs; 2 required.

By the Strahlegg (11,000). Magnificent excursion but difficult; 13 hours,—11 hours on snow and glaciers. The night can be passed in the **Schwarzenegg Hut.** Two guides necessary for the inexperienced; fee, 35 francs each.

Glacier Passes from Grindelwald to the Eggischhorn.

By Jungfraujoch (11,000). Between Jungfrau and Mönch. Very grand, but difficult. Time, 18 hrs.; 2 guides, 80 francs each.

By Mönchjoch (12,000). Time, 17 hours; difficult. Guides, 80 francs each.

All the above Passes are beset more or less with the elements of danger, but the risk may be reduced to a minimum by taking care to secure good and trustworthy guides, and observing ordinary caution. Rope and axe in each case are indispensable. Under no circumstance should the passages be attempted in doubtful weather, and the traveller should allow himself plenty of time. The stupendous solitudes of eternal ice and snow are not to be stormed in haste, which is often fatal to him who attempts it. Such excursions as those described above require plodding, steady perseverance, and he who cannot control his impatience ought not to attempt them.

Digitized by Google

59. FROM GRINDELWALD TO THE FAULHORN.

(8,800.) Magnificent and imposing panorama from summit. Mule-path all the way. Mule up and back in 1 day, 17 francs; if kept till following day, 25 francs. Time, there and back, 9 hours. Chairs for ladies (4 porters, 6 francs each). Guide not necessary. The hotel on the Faulhorn offers fair accommodation.

Excursions from Faulhorn.

To the Giessbach (on Lake of Brienz). 5 hours. Guide required, 7 francs.

To the Schynige Platte, thence to Interlaken. 7 hours. Guide not absolutely necessary.

From Faulhorn to Great Scheideck. 3½ hours.

60. GRINDELWALD TO MEIRINGEN.

Mule-track all the way. Mule, 21 francs; chairs (4 porters, 24 francs). The journey can be performed on foot in 8 to 9 hours. The excursion includes the ROSENLAUI GLACIER and the FALLS OF THE REICHENBACH. Route is by the—

Great Scheideck (6,500). Splendid view. Then through pleasant and picturesque scenery to—

Baths of Rosenlaui (4,300). Inn. Make a divergence here to the glacier (cleanest in Switzerland, translucent, beautiful), 1½ hour required. Well-marked path.

Fine scenery onward, and splendid view, especially from the **Gschwandenmad Alp,** through which the path runs, after the Alp descent, to saw-mill and inn. 1½ hour from the Baths a little inn, called *Zur Zwirgi*, is reached. From behind it a descent by wooden steps to the—

Falls of the Reichenbach. The traveller is *fined* 1 franc for gazing on this work of Nature (by whose authority?). Proceed to a small hut first for *Upper Falls* (½ franc). Then, lower down, to a bridge for the *Lower Falls* (½ franc).

The Falls are seen to great advantage when approached from Meiringen. Time, 1 hour. Keep to the path on the right of river, and *don't cross* the bridge near the second Fall. Travellers on mules from Grindelwald must leave the mules if they wish to see the Falls.

MEIRINGEN.

Hotels: *Du Sauvage* (recommended), *Bär*, *Reichenbach* (near the Falls—good). Several pensions. Guides, innumerable, and good. English Church Service during the season.

The village (population, 2,800) is beautifully situated on the right bank of Aare, and is the capital of the HASLI-THAL. There are three waterfalls at back of village. They are illuminated every night. (The spectacle does not recommend itself as an edifying one.) These falls, although made shows of in

Digitized by Google

summer, often play havoc in the winter by filling the village with mud and stones. See black line on church wall, 18 feet high; it marks spot reached by the mud in 1762. Canal since cut for drainage. January, 1879, village destroyed by fire. The inhabitants of the Hasli-Thal wear a most picturesque costume. They claim descent from the Swedes.

An excursion should be made to the Hasliberg, on which an inn has recently been erected. There is a good bridle path. The hotel can be reached in one hour from Meiringen.

61. MEIRINGEN TO BRIENZ.

9 miles. Diligence, 3 times daily, in 2 hours; 2 f. 70 c. One-horse carriage, 7 francs (to Interlaken, 18 and 35 francs).

62. BRIENZ.

Hotels: *Tell* and *Bär*. Population, 2,700. Houses all wood. Village prettily situated. Famous for its wood-carving. Go to churchyard for fine view of lake, GIESSBACH, and Faulhorn.

LAKE OF BRIENZ. 8 miles long; 2½ miles broad; depth, 500 to 1,000 feet; 20 feet higher than Lake of Thun, into which it runs, and is in its course called the Aare.

THE GIESSBACH FALLS. The fine hotel here was totally destroyed by fire on the 4th of October, 1885; now rebuilt. Telegraph and post. Reached from Brienz by rowing-boat in ½ hour; 2 rowers, 1 franc (don't pay more). By steamer in 10 minutes. Connexion between landing-place and hotel by a novel tramway (fare, 1 franc); principle same as Rigi Railway. Each car holds 46 passengers, and it is drawn up the hill by a counterweight. Perfectly safe, although it does not look so. The Giessbach is a very popular resort, and deservedly so. The Falls number seven cascades. The *highest fall* most beautiful of all. Should not be missed. It requires 1½ hour from the hotel. The Falls are illuminated every night in the season. Visitors in hotel pay 1 franc; outsiders, 1½ franc.

Every Thursday evening a train leaves Interlaken at 7.50 for BÖNINGEN, where a steamer is waiting to convey passengers to the Falls to see the illuminations. It returns immediately after, and train is waiting at Böningen to take passengers back to Interlaken.

From GIESSBACH to INTERLAKEN on foot is 4 hours, *viâ* ISELTWALD. A pretty walk.

MEIRINGEN to INTERLAKEN. (18 miles). Diligence (*see* above) to Brienz.

BRIENZ to BÖNINGEN. Steamboat (4 daily); time, 1 hour. Fares, 1 franc, 2 francs. Luggage, extra, 50 cents each package.

BÖNINGEN to INTERLAKEN. Train; time, 12 minutes. Fares, 80 cents, 40 cents.

Digitized by Google

Excursion from Brienz.

Ascent of Rothhorn (7,700). Magnificent view. Mule-path. Mule, 15 francs. Guide not necessary. Time up, 5½ hours. Stone on top marks boundary line between the Cantons of Berne, Lucerne, and that of Unterwalden.

63. BRIENZ TO LUCERNE BY THE BRUNIG.

A railway is being constructed over the Brunig.

37 miles. Magnificent excursion. Carriage-road all the way. Diligence, 3 times daily, in 6 hours, as far as ALPNACH-GESTAD. Thence by steamboat (which corresponds) in 1½ hour. Passengers going to Meiringen change carriages at LUNGERN. Carriage and 1 horse all the way, 35 francs; 2 horses, 50 francs, with *pour-boire* to driver. The approximate time occupied in driving is:—BRIENZ to LUNGERN, 4 hours; LUNGERN to ALPNACH, 4½ hours; ALPNACH to LUCERNE, 2 hours.

The road crosses the Aar by the bridge of *Brienzwyler*, and then ascends in long windings, passing through remarkably pretty scenery. A ½ mile before the summit of the pass is reached the Meiringen joins the Brienz road. SUMMIT OF PASS (3,400). Splendid views of mountains. *Hôtel Brünig* here.

Steep descent through forest to LUNGERN. Hotels: *Löwe* and *Brünig*. A prettily-situated village near the south end of the lake of same name. The route is now high above the lake, and in a little while the *Wetterhorn*, with his three peaks, is seen. The LUNGERN LAKE is nearly 3 miles long, and was half drained into the Sarnen Lake in 1836, as the people in the neighbourhood feared that it would burst its bank and devastate the surrounding country. It is charmingly situated.

GISWYL. Situated between the two lakes. The village was nearly entirely destroyed by floods in 1629.

SACHSELN. Small village. Three inns, and a large church which contains the bones of a saint.

LAKE OF SARNEN. 4½ miles long, 1 broad. (Boat from one end to the other, 2 francs. Boat effects a saving for pedestrians.)

SARNEN. Hotels: *Obwaldnerhof*, *Sarnerhof*, *Adler*. Note the style in which the women dress their hair with white ribbon.

Excursions from Sarnen.

To the Schwendi Kaltbad (5,000), in the Schliesen Thal. 10 miles. There is a chalybeate spring, and the whey cure is practised. The house is situated in a beautiful and sequestered spot, and offers an excellent retreat for invalids seeking rest and quietude.

The Melchthal (little known). A splendid and highly romantic valley, 12 miles long. At the further end is a lake (6,450). The village of Melch-

Digitized by Google

that is 8 miles up the valley. Accommodation can be had at the Curés'. Pedestrians should make the village their head-quarters for exploring this out-of-the-way valley. There is a small inn at the lake at the top of the valley, and from there a difficult pass leads by the **Laubergrat** (8,100) to Meiringen. Time, 6 hours. Guide, 10 francs, to be had at Melchthal or Sarnen.

The next village reached is ALPNACH GESTAD. Hotels: *Pilate*, *Stern*, *Rössli*. A prettily-situated village, and one of the three starting-points for the ascent of the PILATUS (*see* below). The little town of *Alpnach* is 1½ mile away. At Alpnach Gestad the great timber slide was erected. It was 8 miles in length, and was used for sliding the timber down that was cut on the Pilatus. A tree came down in 6 minutes. The slide was destroyed in 1819, and the timber sold, the church at Alpnach being erected out of the proceeds.

ASCENT OF PILATUS (*Pilate*).

(*See* page 244.)

Her gracious Majesty, Queen Victoria, together with Princess Louise and Prince Arthur, made the ascent from Alpnach Gestad on 31st August, 1868.

Bridle-path all the way. Ascent, 4½ hours; descent, 3 hours. Horse, 12 francs. Chaise-à-porteurs, 20 francs. Guide not necessary. *Hôtel Bellevue* on top. The Pilatus rises to the south-west of Lucerne, and stands alone. Its summit is barren crags; its base is beautifully clothed. It derives its name from *Mons Pileatus*—the Mountain of the Cap. The ascent begins 3 minutes from the landing-place. Road cannot be mistaken. The mountain is notorious for always (or nearly always) being in a sullen humour, the fogs being attracted to it by its elevated and isolated peak. It is looked upon as a barometer by the country people. The view from the summit is exceedingly grand, and in many respects superior to the Rigi; nearly all the giants of the Oberland are visible. A legend in connexion with it is, that when Pontius Pilate was banished from Galilee he fled to this mountain, and subsequently, in a fit of remorse, threw himself into the lake. Panoramas of the view from Pilatus can be purchased in Lucerne. The summit is 7,000 feet above the sea.

Travellers who have come by diligence now take steamer on the Lake of Alpnach, passing on the way—

ROTZLOCH (a ravine in which there are several waterfalls).

STANSSTAD (*see* Lucerne to Engelberg, page 271).

HERGISWYL (Pilate can be ascended from here. *See* Lucerne).

LUCERNE (*see* page 241).

Digitized by Google

64. FROM MEIRINGEN TO THE GRIMSEL HOSPICE.

As far as IMHOF (2 hours) there is a carriage-road; onward a mule-track. Guide not needed.

The scenery, as far as the HANDECK (6½ hours), is grand. Thence to the Hospice (2 hours), weird, stern, repellent. Travellers who only wish to go as far as the *Handeck Fall* (*see* page 173) and return, may do it comfortably in 1 day. Horse, 15 francs; man, 2 francs. Chairs, 3 men, 6 francs each. Horse to the Hospice is 25 francs.

The road runs on the left bank of the river and ascends. In ¾ of an hour there is a finger-post near the *Lamm Inn*. It directs the traveller to the FINSTERE AARSCHLUCHT. This must not be missed. It takes 1 hour to go and get back to the inn. The gorge runs through perpendicular walls of rock, and the Aare thunders at the bottom. A single person pays ½ franc for keeping the road in order; a party, 1 franc for the lot. Take tickets at the little inn mentioned above.

The road descends now in windings; pedestrians may take short cuts, and if coming from the opposite direction keep to the top on the right, where they will get finer views.

IMHOF (2,100). Hotels: *Imhof*, *Alpenhof*.

Excursion from Imhof.

To the Gauli Glacier in the Urbachthal. A magnificent excursion, and easy. Time, 12 hours. Guide necessary, as the glacier must be traversed to get the view. Fee, 15 francs (axe and rope desirable). Guides at Imhof.

CAUTION.—After leaving Imhof do not be persuaded to purchase refreshments at the chalets you pass on the way. The keepers are all pirates.

GUTTANNEN. A lonely village built in a basin. Beyond the village a bridge crosses the thundering Aare. Scenery takes on a savage character. Another bridge crossed, and then a waterfall is seen, and the road mounts over glacier-worn rocks, and in 40 minutes from last bridge, and close to two huts, a little path goes off to the left, and leads the traveller to a platform immediately above the FALL OF THE HANDECK, which precipitates itself in one leap to a depth of 265 feet. Fee, ½ franc. Another and grander view is got by descending for 3 minutes to the east from the *Inn*.

After the *Inn* is passed, scenery is savagely grand, and only two habitations are met with between the *Inn* and the Grimsel. ¾ of an hour from the Handeck are two slabs of rocks which

Digitized by Google

the path crosses. One is called the BÖSE SEITE, or Bad Corner; the other, HÖLLENPLATTE, Ledge of Hell. Their polished appearance is the result of glacier grinding.

Travellers who do not intend to go on to the Rhône Glacier from here, should walk to the summit of the pass (1 hour), where they will obtain a magnificent view of the glacier far below. Another hour from this point suffices to reach it. (For connexion of this route with Furka Pass, *see* page 173.)

65. MEIRINGEN, BY JOCH PASS (7,300), TO ENGELBERG.

Time, 10½ hours. Route by Imhof (*see* next page). Mule, 32 francs. Guide, 20 francs, not needed. A carriage can go as far as Imhof. Thence there is a bridle-path. Two days if possible to be devoted to the journey, and the night passed on the ENGSTLEN ALP, where there is a good inn.

The following are the times to be allowed between the various points of the route:—Meiringen to Imhof, 1½ hour; Engstlen Alp, 4½ hours; Joch, 2 hours; Engelberg, 2¼ hours.

ENGSTLEN ALP (6,500). A smiling garden in a wilderness. View of *Finsteraarhorn, Schreckhörner, Wetterhörner, Breithorn, Graustock, Titlis, Wendenstöcke.*

Sights of Engstlen.

The Wonderspring (Wunderbrunnen). Close to the hotel. The water flows up to 3 o'clock. At 5 p.m. the well is quite dry. The phenomenon is caused by the melting snow during the warm hours.

Ascents from Engstlen.

Titlis (guide at the *Inn*, 10 francs). Time, 9 hours. The route is over the Joch. Beautiful view. **The Geissberg.** Guide, 6 francs. Time, 2 hours. Beautiful view.

Passes from Englsten.

To the Gadmenthal by the Sätteli. Guide, 10 francs. Time, 8 hours. Some splendid views.

To the Melchthal (*see* page 235) **by the Tannen Alp** (6,600). Time, 4½ hours. Guide not necessary.

Leaving the Alp the path runs by a lake, the ENGSTLEN SEE (filled with trout), and rises to the JOCH PASS. Magnificent view. Descent rather bad. In ¾ of an hour a small inn is reached; it stands on the banks of a lake, the TRÜBSEE. Onward the path is easily discernible; some little care required on what is known as the PFAFFENWAND—slippery rocks, especially in wet weather.

ENGELBERG (*see* page 272).

Digitized by Google

66. MEIRINGEN BY SUSTEN PASS TO WASEN.

Time, 12 hours. Horse-track the whole way. Horse and man, 35 francs, if the journey is made in 1 day.

This excursion is intensely interesting. The route may be said to be a grand link in a great chain of cross routes which lead to some of the most magnificent spots in the Alps. These cross routes are all described below.

IMHOF is first reached, where the Susten and Grimsel routes diverge.

At MÜHLESTALDEN (about 3 hours from Meiringen), where there is a small but comfortable auberge, the TRIFTTHAL begins, with its immense TRIFT GLACIER. Good guides obtainable at Mühlestalden.

Cross Routes from Mühlestalden.

To the Alpine Club Hut on the Thaltistock. Time, 6 hours. Guide necessary (rope and axe); fee, 12 francs. This highly interesting glacier expedition is neither difficult nor dangerous. The road is by the wild Triftthal to the glacier, which is ascended by the ice fall, and the **Windegg** (6,290) is gained (a refuge here). The glacier is now crossed, and the ice left for some steep but not difficult rocks, and after an hour's climb we reach the hut (8,300). Splendid view on the glacier. **The Furka** may be reached from this hut (where the night should be spent) in 10 hours by the **Triftlimmi** (10,200). By same route also to the Grimsel or Rhône Glacier. Good guide (rope and axe in each case); fee, 20 francs. The route is highly interesting, but difficult; though moderate pedestrians may undertake it with 2 guides.

The Dammastock (12,000). Ascended from the hut in 6½ hours. Magnificent view. Difficulties not great. Descent, if desired, over the Rhône Glacier, thence to Furka or Grimsel. Guide, 20 francs (rope and axe).

The Schneestock (11,600)
Thieralplistock (11,200) ...
Diechterhorn (11,100)

Three splendid mountains, commanding magnificent views. Allow for each from club hut 8 hours. Guide, 20 francs (rope and axe).

Over the Tiefensattel (10,900) **to the Tiefen Glacier,** thence to the Furka. Splendid excursion, and easy. Time, 8 hours. Guide, 15 francs.

To Guttanen by the Furtwang Sattel (8,400). Time, 6 hours. Fee, 12 francs.

To the Stein Inn (*see* next page) **by Stein Limmi** (9,000). Time, 6 hours. Fee, 12 francs.

The above times (which are only approximate) are given from the *Club Hut*. We strongly recommend fairly good pedestrians, who are going on to *Wasen*, to diverge at Mühlestalden, and cross the Stein Limmi to the *Stein Inn* on the SUSTEN PASS. Allow 12 hours. It is a most enjoyable excursion. The *Inn* can be made a rendezvous for friends who do not care to take the cross route.

Digitized by Google

The road now runs through the *Gadmenthal* to—

GADMEN (4,000). Auberge. Romantically situated. Stiff ascent from here through a barren wilderness to—

AM STEIN. *Stein Inn* (*see* p. 239). Extraordinarily beautiful situation, at the foot of the stupendous *Stein Glacier*. Since 1840 the glacier has advanced to within 180 yards of the inn, but is said to be shrinking again.

Cross Route from Am Stein.

To the Geschenen Alp, on St. Gotthard route (*see* page 264), **by the Susten Limmi.** Time, 10 to 11 hours. Fatiguing. Highly interesting. Good guide, 15 francs (rope and axe).

Ascent from Am Stein.

Brunnenstock (11,480). Difficult, but splendid. Time, 8 to 9 hours. A good guide is necessary with rope and axe; fee, 15 francs.

To Engelberg (*see* page 272) **by the Wendenjoch** (8,700). Beautiful excursion, but trying. Time, 12 hours. Guide (rope and axe), 20 francs.

SUSTEN SCHEIDECK. The highest part of the pass. Imposing view; mountains and glaciers. Next village in importance is—

MEIEN (4,374). Auberge close to chapel. Thence in 1½ hour to—

WASEN (*see* Lucerne to Bellinzona, page 263).

Digitized by Google

67. LUCERNE,

AND THE LAKE OF THE FOUR CANTONS

(*Vierwaldstättersee*).

RAIL TO:—

Olten, *viâ* Sursee and Aarburg. Distance, 84 miles. Time, 1 hr. 34 m. Fares: 1st, 5 f. 50 c.; 2nd, 3 f. 85 c.; 3rd, 2 f. 75 c. Five trains daily both ways.

Thun, *viâ* Entlebuch, Langnau, and Gumligen. Distance, 68½ miles. Fares: 1st, 12 f. 50 c.; 2nd, 8 f. 80 c.; 3rd, 6 f. 25 c. Time, 5 hrs. 40 m. Three trains daily.

Zug, *viâ* Gisikon. Distance, 17½ miles. 1st, 2 f. 95 c.; 2nd, 2 f. 5 c.; 3rd, 1 f. 45 c. Time, 44 minutes. Five trains daily.

Zürich, *viâ* Affoltern, Zug. Distance, 39½ miles. 1st, 6 f. 64 c; 2nd, 4 f. 70 c.; 3rd, 2 f. 35 c. Time, 1 hr. 52 m. Five trains to, six from.

Lausanne, *viâ* Berne, Fribourg. Distance, 120 miles. 1st, 21 f. 95 c.; 2nd, 15 f. 35 c.; 3rd, 11 f. 10 c. Time, 7 hrs. 27 m. Two trains daily.

Geneva, *viâ* Langnau, Berne, Fribourg, Lausanne. Distance, 157½ miles. 1st, 28 f. 30 c.; 2nd, 19 f. 82 c.; 3rd, 14 f. 30 c. Time, 8 hrs. 41 m. Two trains daily.

Berne, *viâ* Entlebuch. Distance, 59 miles. 1st, 11 francs; 2nd, 7 f. 50 c.; 3rd, 5 f. 30 c. Time, 2 hrs. 58 m. Four trains daily.

Bâle, *viâ* Aarburg and Olten. Distance, 59 miles. Fares: 1st, 9 f. 50 c.; 2nd, 6 f. 55 c.; 3rd, 4 f. 75 c. Time, 3 hrs. 26 m. Four trains daily.

STEAMBOAT FARES TO:—

	SINGLE.		RETURN.	
	First.	Second.	First.	Second.
Hertenstein...	f. 1 30c.	f. 0 60 c.	f. 2 00 c.	f. 0 90 c.
Weggis	1 70	0 80	2 50	1 20
Vitznau	1 90	1 00	2 80	1 50
Buochs	2 30	1 20	3 50	1 80
Beckenried ...	2 30	1 20	3 50	1 80
Gersau	2 60	1 30	3 90	2 00
Treib	3 00	1 60	4 50	2 50
Brunnen.....	3 00	1 60	4 50	3 50
Tellsplatte.....	4 00	2 30	6 00	3 50
Flüelen	4 00	2 30	6 00	3 50

STEAMBOAT SERVICE TO FLÜELEN. — Notwithstanding the opening of the St. Gotthard tunnel there are *eight* steamboat services daily between Lucerne and Flüelen, and passengers can still proceed from Flüelen on foot or by carriage or diligence to the Furka, Oberalp or St. Gotthard Pass. Tourists coming from Italy, and wishing to proceed from Flüelen to Lucerne by steamer

Digitized by Google

which is infinitely to be preferred, should take their tickets to **Chiasso**, and thence to Flüelen, as direct tickets from Milan to Flüelen are not delivered; travellers consequently have to pay direct to Lucerne. Ample time is afforded at Chiasso (twenty minutes) to procure the tickets. First-class dinners and breakfasts are provided on board the boats.

There is no post diligence now *over* the Pass.

CAB FARES.—By time. Two persons, 1 hour, 2 francs; 2 hours, 3 f. 60 c. For three or four persons, 1 hour, 3 francs; 2 hours, 5 f. 40 c. To or from the station, two persons, 1 franc; three or four persons, 2 francs; boxes, 30 cents. each.

By the day. One or two persons, 12 francs; three or four persons, 18 francs.

BOATS ON THE LAKE.—There is no fixed tariff for these, but 75 cents. the hour is the usual price without a boatman; double this with a man.

NOTE.—The fares by the new St. Gotthard line from Lucerne to Milan are, first, 36 f. 35 c.; second, 25 f. 15 c.

Hotels: *Schweizerhof*, *Luzernerhof*, *National*, *Beau Rivage*, *Englischerhof*, *Schwan*, *du Rigi*, *du Lac*, *St. Gotthard* (all the foregoing are good), *Engel*, *Adler*, *Wage*, *de la Poste*, *des Alpes*, *Mohr*, *Hirsch*, *Krone* (these last-named are good, and less expensive).

Pensions: *Belvedere*, *Chalet du Lion*, *Wallis*, *Gibraltar*, *Tivoli*, *Faller*, *Kurhaus*, *Sonnenberg*, *Stoker*, *Stutz* (beautifully situated), and many others. (Most of the pensions in Lucerne are first-rate.)

Baths in the Reuss (swimming), also in the lake. Turkish and vapour baths adjoining the Stadhof.

WATCHMAKER. E. P. Müller, Chapel Place, near the large bridge, sells Geneva watches warranted.

English and Presbyterian Services held during the season.

The position of Lucerne is magnificent, and the surrounding scenery incomparable. The four cantons which surround the lake, viz., LUCERNE, SCHWYZ, URI, UNTERWALDEN, contain an area of 72 geographical miles, and have a population of about 223,000. The vine does not flourish in the district, and there are no manufactories of any kind. The language spoken is a German patois, which greatly resembles the high German of the 12th century.

LUCERNE is divided by the river REUSS, which is 95 miles long, and is fed from four sources, viz., the OBERALP LAKE, the MUTTEN and WEITENWASSER GLACIERS on the east of the Furka, the LAKE OF LUCENDRO, near the St. Gotthard Hospice, and from various glaciers in side valleys. The two parts of the town are connected by four bridges, one being a very handsome stone structure; it cost £24,200. In addition to these

Digitized by Google

there are two curious and very old wooden bridges with roofs. The first is the KAPELLBRÜCKE, nearest the lake; the second, the MÜHLENBRÜCKE, near the Bâle gate. When you visit these bridges, do not fail to notice the large numbers of black waterhens (*Fulica atra*) which live and thrive here amidst peace and plenty. There is also a colony of swans in the river.

Sights.

Picture Gallery and Historical Museum. In the Rathhaus. Open daily. 9.30 a.m. to 6 p.m.

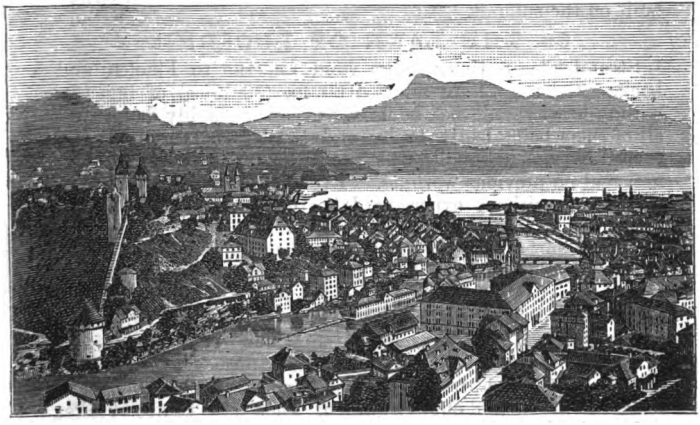
Meyer's Diorama. At the Wäggis Gate. Should certainly be visited. Admission, 1½ franc.

Stauffer's Museum. Alpine birds and animals. Fee, 1 franc.

Reading-Room. (English papers.) In the Freienhof.

The Lion. At the back of baths on Zürich road. Carved in the solid rock. Length, 29 feet; height, 18 feet.

The Arsenal. Here there is a sword said to have belonged to Tell.



LUCERNE SEEN FROM THE GÜTSCH.

Walks.

Along the Road to Meggen. Fine views.

To Allenwinden. 1 mile. Pretty. 1 mile to—

Monastery Wesaulin.

Three Linden-trees. 25 minutes. Magnificent view.

To the Gütsch. A wire railway is now open to the summit. Fare 50 centimes there and back. Situated on an eminence to the west. ½ hour's walk.

Digitized by Google

Longer Walks or Drives.

To Herrgottswald (God's Wood). 5 miles. Charming.

Eigenthal. Same route as God's Wood, but 1 mile further.

Renkloch. 4 miles, on Berne road.

Rothsee (Red Lake). 2 miles on Zürich road. Splendid fishing.

Ascent.

Pilate (*see* page 236). Its highest peak seen from Lucerne is 1,000 feet above the Rigi.

Wenn Pilatus hat einen Hut,
Wird das Wetter recht gut;
Hat er einen Degen
So komnt sicher gar bald Regen.

Translation: When Pilate wears a hat, the weather will be good; but, if he carries a sword, rain is sure to fall.
The sword is a strip of cloud encircling the mountain.

NOTE.—A railway, commencing at Alpnach, is being constructed to the summit of this mountain, and is expected to be opened in the summer of 1888. A grand hotel is also to be built on the summit.

68. THE LAKE OF LUCERNE.

Steamboats, 8 times daily, from Lucerne to Flüelen and back. Passengers are allowed 60 lb. (30 kilos) of luggage. Sailing-boats should not be used, as they are highly dangerous, all of them being badly built; and the lake is frequently disturbed by violent squalls, which come on with startling suddenness and no previous warning. Even rowing boats should not go far out without experienced boatmen. The shape of the lake resembles a cross (*see* Rigi Railway Plan).

The scenery of the lake is justly celebrated as being amongst the most magnificent in the world. The shores are mountains, rising in parts like stupendous walls. The colour of the water differs, green and milky predominating. The milky is caused by the glacier waters which flow in.

Steamer route (to Vitznau) towards precipices of *Burgenstock*, rounds *Altstad* and *Meggenhorn* (castellated villa above). On the left a tiny island laid out as a garden. Then in to centre of lake. Splendid views. Great mass of *Pilatus* on the right. Peninsula of *Hertenstein* rounded. Pension *Hertenstein*, beautiful situation. Then a rocky bay is reached, called *Mäusetrichter* (Mouse Funnel). Ruins above are what remain of a once celebrated stronghold, the CASTLE OF HERTENSTEIN. Boat goes on left. Rigi in view. Beautiful bay opens, and steamer reaches WEGGIS (horses and guides here for Rigi). *Hôtel de la Poste*, at landing-place, *Hôtel Pension Weber* (good), *Lion d'Or*. As boat steams away, observe ahead *Zwei Nasen* (Two Noses);

Digitized by Google

you will pass between them in a little while. Beyond the east one the summit of the *Tödi* is visible. As Vitznau is approached the Rigi Railway can be discerned.

VITZNAU. Hotels: *Pfyffer* ('bus from this pension meets the boat), *Rigi*, *Rigibahn*, *Vitznau*. This is the terminus of the Rigi railway (*see* Plan). The mountain dominating the village is the ROTHFLUH. It contains a magnificent stalactite grotto, 327 yards in length. It is not easily reached, however, and requires a good guide. Leaving Vitznau, the retrospect is very fine, the Rigi and its hotels being in full view. Passing between the Nasen, the boat enters the LAKE OF BUOCHS; village of that name on right. Then on to BECKENRIED. Hotel: *Nidwaldnerhof*. *Note.—There is a diligence from here to Stans in 1 hour.* We now steer to the village of GERSAU on left. *Hôtel and Pension Müller*. Wonderfully beautiful situation. Well sheltered and healthy. Kurhaus of the Rigi-Scheideck seen above. Gersau was once an independent state (the smallest in the world). The French took away its rights in 1798. A small chapel to the east is known as *Kindlimord* (child-murder). Here is the story:—A starving fiddler, who had been fiddling at a wedding, while returning to his home in Gersau, suddenly seized his child who accompanied him, and dashed its brains out on the rock. A cross marks the spot. From here boat steers for TREIB on right. The down boat does not always call at Treib. At this place is a very curious and ancient wooden house, close to landing-pier. It is called *Wirtschaft-zum Treib*. Land here for village of SEELISBERG, which can be reached in 1 hour.

A few minutes above Seelisberg is *Kurhaus Sonnenberg*, which can be seen from the lake. Whey cure practised. Crowded in summer.

Delightful situation and splendid view. Many excursions in neighbourhood.

BRUNNEN. Hotels: *Waldstäetter Hof* (good), *Rossli*, *Hôtel and Pension Mythenstein*, *Bellevue*, *Pension Gütsch*. Magnificent situation in Canton Schwyz. Crowded in summer with visitors. *Special note.*—Do not take a carriage or boat without first making a bargain as to charge.

NOTE.—The traveller who has the time at his disposal should leave the boat at Brunnen, and proceed on foot to Fluelen by the *Axenstrasse*, one of the most magnificent walks in Europe. Time required about 3 hours. A later boat can be taken back from Fluelen to Lucerne, or the night passed at Fluelen. The new St. Gotthard railway runs parallel with the Axenstrasse.

Digitized by Google

Excursions from Brunnen.

From the *Gütsch Pension* there is a splendid view. Walk 1 hour to **Morschach.** *Hôtel and Pension Frohnalp; Pension Degenbahn.* In the neighbourhood is the establishment known as the *Kurhaus Axenstein*, which we can strongly recommend. It stands on a hill called the **Bräudli**, and can be reached in a beautiful drive of 1 hour from Brunnen. On the Morschach road is the *Hôtel Axenfels*, from which beautiful views can be had. Both these hotels send 'buses to the steamboat piers at Brunnen. The fare is 2½ francs. A one-horse carriage cost 5 francs, two 10 francs. On the north spur of the Frohnalp, known as the **Stoss**, is a *Kurhaus*, excellently situated and well spoken of.

It can be reached by a bridle path from Brunnen in 3¼ hours. South of the Stoss (1½ hours) is the **Frohnalp Stock** (6,270) from which a magnificent view is obtained. The ascent is easy and the summit is crowned with an inn were refreshments are obtainable.

Excursions can also be made to the Muottathal (*see* page 257), to the Rütli (*see* below). Tell's chapel, Seelisberg, Gersau, and other places.

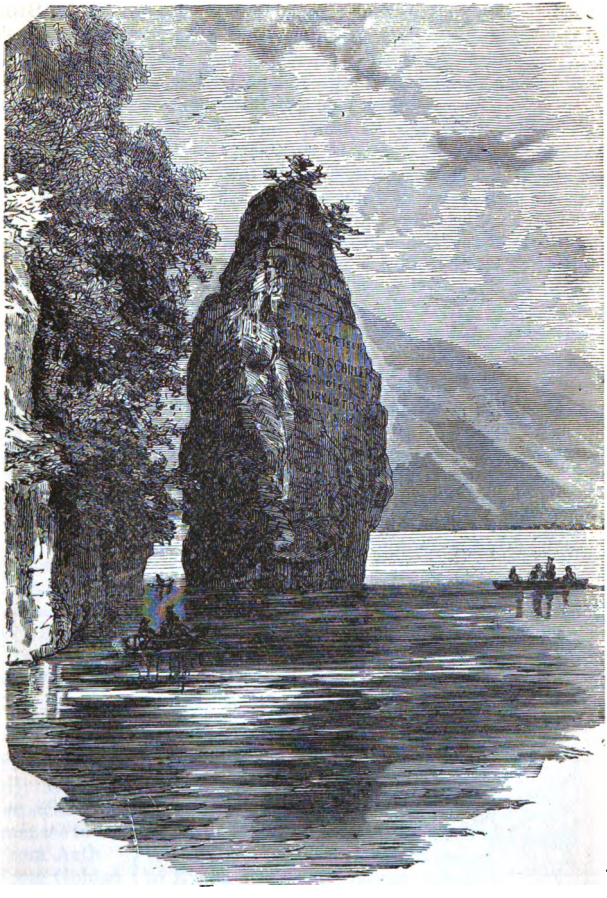
Cross Routes from Brunnen.

To Goldau. Time, 2½ hours. 1 horse, 9 f.; 2 horses, 15 f.
To Lake of Wallenstadt and Ragatz (*see* pages 288–290).

At Brunnen the lake takes the name of LAKE OF URI. Scenery, if anything, more magnificent. Walls of rock rise straight up from the lake. A pyramid of rock on right (the boat passes some distance from it), called the *Wytenstein*, 80 feet in height (*see* illustration), bears an inscription in huge gilt letters to the memory of the German poet, Schiller. There is a second inscription to a Swiss officer who lost his life here. On the left of lake the St. Gotthard railway is in sight. 1 mile further on, below *Seelisberg*, is the RÜTLI, or GRÜTLI. This is a beautiful green spot above the lake. Three springs trickle from an artificial rock. Good inn. The spot is immortalised in Schiller's beautiful poem of "Tell"; for here on the night of November 7, 1307, three men from Unterwalden, Schwyz, and Uri, met and bound themselves by a terrible oath to drive the invading Austrians from their soil. From the spot where they stood when they took the oath three springs burst forth (legendary); they still flow. A few months later these men had so stirred their countrymen, that a general rising took place, and the hated Austrians were expelled.

Proceeding onward the steamer passes SISIKON, and reaches TELLS-PLATTE on left. Here, in a romantic situation, is TELL'S CHAPEL, founded in 1380. It contains frescoes which illustrate the story of the Swiss patriot. They have recently been restored

Digitized by Google



THE WYTENSTEIN.

Digitized by Google

Digitized by Google

by the Society of Swiss Artists. From the landing-place a boat can be taken to the chapel; fare, 20 centimes per passenger. The *Hôtel Zur Tells-Platte* is reached in 7 or 8 minutes. It is magnificently situated on the AXENSTRASSE, which leads from Gersau to Brunnen and Flüelen. This road between the places mentioned affords one of the most superb drives in Europe. In 20 minutes more the boat reaches—

FLÜELEN, at the terminal point of the lake. Hotels: *Urnerhof* (good), *Kreuz* (good), *de la Croix*, *Du Tell et poste*. POST and TELEGRAPH Office here. Starting-point for Italy by St. Gotthard (*see* page 261), for those who come thus far by boat.

NOTE.—A most interesting excursion can be made into the Isenthal from Flüelen. A boat should be hired and the lake crossed to *Isleten*, where there is a large dynamite factory. Then a winding path ascends to the left. The village of Isenthal can be reached in 3 hours. There is an inn called the *Adler* (*see* page 272).

69. ASCENT OF THE RIGI.

(*See* Plan next page.) The railway terminus is at Vitznau. 7 boats daily from Lucerne, in 1 hour.

Rail: Vitznau to Kaltbad, fare, 4½ francs; to Staffel, fare, 4 francs; to the Kulm, in 1 hour 25 minutes, fare, 7 francs; from Kaltbad (cross line) to the Scheideck, 25 minutes, fare, 2½ francs. Railway terminus in Lake of Zug is at Arth; thence to Kulm, 1 hour 30 minutes, fare, 8 francs; Klösterli, 5½ francs; Staffel, 7 f. 30 c.

Travellers from Zürich take Arth terminus; those from Lucerne, Vitznau. 10 lb. of luggage free on each line; after that, every 100 lb. is charged 1 franc. On Vitznau line, one carriage for 54 passengers. *No division of classes.* Arth line, two carriages, 40 passengers each.

***Kulm*, in Switzerland, means the culminating point of an ascent.**

Pedestrian and Mule Routes.

From Weggis to Staffel (8 francs; return, 5 francs, horse and man); Kulm (10 francs; return, 6 francs, horse and man); Küssnacht to Staffel (10 francs; return, 6 francs, horse and man); Immensee to Staffel (10 francs; return, 6 francs, horse and man).

From Arth } to Staffel, 9 francs; return, 6 francs.
From Goldau } to Kulm, 10 francs; return, 6 francs.

Weggis route to be preferred. All the routes join at the Staffel; ¼ of an hour from summit.

The Rigi-Kulm is the highest point of a range of mountain,

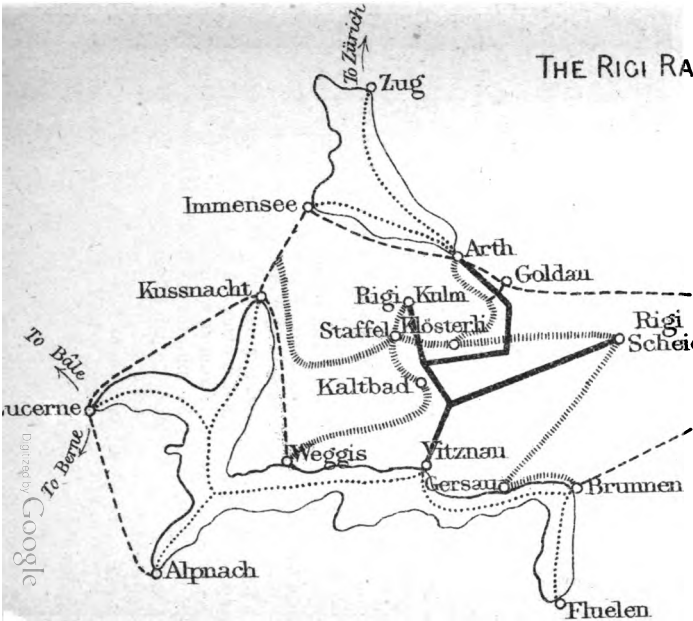
Digitized by Google

generally called Rigi. It includes the *Hochfluh* (5,500), *Rothstock* (5,482), *Dossen* (5,200), *Scheideck* (5,000), *Tabaksgütsch* (4,890), and the *Schilt* (4,784). This range embraces an area of about 40 miles, within which are thirteen towns and villages. The slopes of the mountains afford pasture for over 5,000 head of cattle, besides large numbers of goats and sheep, and these again give employment to upwards of 250 herdsmen, whose cottages may be seen scattered all over the range. The Rigi-Kulm is the most northern peak of the group, and commands a wonderful panorama, which includes mountains of the Tyrol, Vorarlberg, Jura, Black Forest, Swabian Alps, and, besides Berne, many of the towns and villages of the cantons Schwyz, Unterwalden, Uri, Glaris (consult the Panorama).

As the *great view* is from the Kulm, and the sunset and sunrise *the* grand features, it is necessary to sleep there, and equally necessary to secure a bed by telegram, which costs 2 francs. A fair allowance of time by any of the routes named for the ascent is 3½ hours, either on foot or by mule; 2½ down. The following are the particulars of the railway:—The Vitznau line was begun in 1869, and finished in 1873; and the Arth line in 1873; opened, 1875. The line from Vitznau to the Kulm is 4½ miles, and the one from the Arth 7 miles. The first ascends 4,472, the latter 4,541 feet. The maximum gradient on the Vitznau is 1′ in 4′; on the other line, 1′ in 5′. The system is that known as the "rack and pinion." Between the main rails are two smaller ones, which, instead of being smooth, are notched or toothed, and these teeth are gripped by cog-wheels working under the locomotive. The boilers of the engine are upright, and in ascending the mountain steam is used, but the motive power for the descent is atmospheric air, introduced into the cylinders. The carriages are *pushed* up by the engine, not dragged, and, in case of accident, a system of powerful breaks would stop the train immediately. The speed is regulated to 3 miles an hour. The cross line between the Staffel and Rigi-Scheideck is 4¼ miles, and nearly level.

From Vitznau the train rises through the village, and, after passing through a tunnel, crosses the SCHNURTOBEL, a gorge 79 feet in depth, which is spanned with an iron bridge supported on two pillars. In 54 minutes we reach KALTBAD (4,728). *Kurhaus, Rigi-Kaltbad.* A large house, splendidly fitted with every convenience, baths, &c. It is expensive, however, and passing travellers can seldom obtain accommodation. Near the station is the *Bellevue*, which is less expensive, and very comfortable.

Digitized by Google



Plan showing
THE RIGI RAILWAY AND ITS CONNECTIONS.

Rail ——————

Foot & Mule Paths

Carriage Road – – – – – –

Steamboat

Lucerne to Arth carriage road 14 miles.
„ Kussnacht by boat ¾ hour.
Kussnacht to Immensee by bus ½ „
Immensee to Arth Steam ½ „
Lucerne to Vitznau „ ¾ „
Zug to Arth „ 1 „

Digitized by Google

Digitized by Google

Digitized by Google

Digitized by Google

Sights.

St. Michael's Chapel. A legend says it was built by two sisters, who, being persecuted by the advances of the governor of the district, fled to this spot and built the chapel. There is a spring coming from the rock adjoining the chapel.

The Känzli (4,780). A pavilion on a projecting rock. Splendid view.

After passing *Staffelhöhe* the train arrives at RIGI-STAFFEL (5,200). Here the Arth line joins the Vitznau line. Hotels: *Rigi-Staffel* and *Staffel-Kulm.*

Rigi-Rothstock (5,450). ½ of an hour from Staffel station. Often affords a magnificent view when the Kulm is wrapped in mist.

The KULM. 2 hotels, belonging to the brothers Schreiber. The view in clear weather is grand beyond what even the imagination could picture it (*see* Panorama); but it is a necessary condition that the atmosphere should be clear, which, unfortunately is not always the case. Visitors are awakened in the morning by the blaring of a horn, which calls them to come and see the sunrise (*when it can be seen*).

ARTH to the RIGI-KULM. Passing through a tunnel we reach GOLDAU. It was completely destroyed by a disastrous landslip on the 2nd of September, 1806, together with three villages lower down. The devastation was awful, and still more so the loss of life, which amounted to 500 souls. The work of destruction was completed in less than five minutes.

KLÖSTERLI (4,262). Capuchin monastery and hospice here, and the pilgrimage chapel *Maria Zum Schnee*, founded in 1689. Next station is Rigi-Staffel, then the Kulm.

Shawls and wraps are needed for the Kulm, no matter how hot the weather is in the valley.

THE RIGI-SCHEIDECK.

The junction of the line is at Kaltbad, hence on to RIGI-FIRST, from which there is a striking view of the lake and Alps.

RIGI-SCHEIDECK. *Kurhaus* (very good). There is a chalybeate spring here, and hot and cold baths. The house is usually crowded in the summer months, and many people make a prolonged stay, for which, from its position and climate, it is admirably adapted.

LUCERNE to LENZBURG by the Lake Valley of Switzerland Railway. This line, which is 20 miles long, is the property of an English company, and was opened for traffic last year. It runs almost due south and west, and forms an important connecting link between Germany and Italy, *vid* the St. Gotthard.

Digitized by Google

The line is called in German *Seethal-Bahn*. It begins at EMMENBRÜCKE (*see* below). The stations are Emmen, Waldibrücke, Eschenbach (connexion between here and *Gisikon* (*see* page 279) by diligence), Ballwyl, Hochdorf, Baldegg, Gelfingen, Hitzkircherthal, Ermensee, Mosen, Beinwyl, Berrwyl, Boniswyl, Niederhallwyl, Seon, Lenzburg. From Lenzburg there is direct communication with Aarau, Olten, Bâle, Bern, Zurich.

70. LUCERNE TO BALE.

Distance, 58 miles. Route by *Swiss Central Railway*. Time, from 3½ to 4½ hours. Fares: 1st, 9 f. 50 c.; 2nd, 6 f. 55 c.; 3rd, 4 f. 75 c.

On leaving Lucerne the train passes under the so-called *Rock of Gibraltar*, and on emerging from the tunnel skirts the *Reuss*, and comes to station EMMENBRÜCKE, then ROTHENBURG (5 miles). Soon after passing this station we notice on the right the range of the Rigi, and on the left the rocky spires of *Pilatus;* we then come to the south end of the LAKE OF SEMPACH, which is 5½ miles long and about 3 miles broad. At the south-east corner of the lake is the small town of SEMPACH, hotels: *Kreuz* and *Adler*, which is 1½ miles from the station. It was at this place that on the 8th of July, 1386, the Swiss Confederates totally defeated Duke Leopold of Austria with immense slaughter. A chapel about two miles to the north-east marks the spot where the Duke fell. The castle that will be noticed on a hill to the left is called WARTENSEE; it is conspicuous by its red tower and angular gables.

Passing the station of NOTTWYL we come to SURSEE. Hotels: *Sonne, Hirsch.* (There is a good, picturesque road between Sursee and Sempach, skirting the lake nearly the whole way.) WAWYL, to the left of which is the little lake called MAUENSEE, which boasts of an island and castle. Leaving here, we get a view of the Bernese Alps on the left, and come to NEBIKON (there is a daily diligence from here to WOHLHAUSEN in the Entlebuch, *see* page 276). Our next station is DAGMERSELLEN, then REIDEN, and we gain the WIGGERNTHAL, and at the end of it come to—

ZOFINGEN. Hotels: *Ochs, Rossli.* This is an important town of nearly 4,000 inhabitants. It has a library rich in sketches by members of the Swiss Society of Artists, which formerly held its meetings here, and at such times its members contributed drawings to the library album. There is also a collection of coins, and autograph letters of Swiss Reformers. A quarter of a mile from the town is an old Roman bath.

Digitized by Google

Cross Route from Zofingen.

To Suhr, in half an hour by rail, thence to **Aarau** (*see* below) and **Winterthur** (*see* page 299).

Four and a half miles further and we come to—

AARBURG. Hotels: *Bär*, *Krone*. This town was almost totally destroyed by a conflagration in 1840. It boasts of an old castle that was formerly a fortress; it was a state prison up to 1798, and is now a prison and arsenal.

Leaving Aarburg the line runs through a tunnel, and soon after we observe on the left the branch line to Soleure.

OLTEN (*see* below). Hotels: *Krone* (good) *Wyss*, *Schweizerhof*, *Halbmond*. Passengers *change carriages* here, either coming from or going to Lucerne, and there is a considerable wait. When the time comes for starting again, the Bâle and Zürich trains are on the left, and the Berne and Lucerne on the right.

This is the second town in the canton of Soleure. There are large railway works in the town. In the church is a fine painting of the "Ascension," by *Distéli*, and in the Capuchin church a "Madonna," by *Deschwanden*.

Excursions from Olten.

To the Wartburg (2,240). Time from the station, 1 hour. Good road. The hill is to the south of Olten. On the summit is a refreshment chalet. View fine.

To the Frohburg (2,772). An inn on the summit which can be reached in 1½ hours. It is a good plan for the traveller to leave the train at Olten, and, crossing the Frohburg, descend to **Läufelfingen** (*see* p. 255), and get another train on to his destination. Coming from the other direction the route is simply reversed, and from Läufelfingen the summit is gained in an hour. There is not the slightest difficulty in this excursion, and the views are magnificent, and will certainly rank amongst the finest in Switzerland. Near the inn are the ruins of a castle that was shaken to pieces by an earthquake. To the west, on pass of **Obere Hauenstein,** is a place called **Langenbruck** (reached in about 3 hours). Hotels: *Kurhotel*, *Pension Bieder*. It is much frequented in summer.

71. OLTEN BY AARAU AND BRUGG TO WALDSHUT.

Distance, 33 miles. Time, 2¼ hours. Fares: first, 5 f. 60 c.; second, 4 francs; third, 3 f. 85 c.

OLTEN (*see* above), DANIKON, SCHONENWERTH (castle of Görgen on left of Aare), then through a tunnel to—

AARAU (*see* above). Hotels: *Wilder Mann* (good), *Löwe*, *Ochs*, *Störch*. This is the capital of the canton of Aargau, with

Digitized by Google

a population of 6,500. It stands on the Aare, and at the foot of the Jura range. The river is crossed by a fine suspension-bridge. In the Government buildings are some sixteenth-century stained glass. The library possesses upwards of 60,000 volumes, and there is a small private picture-gallery (open to strangers). The baths of Schinznach (*see* below) can be reached from here by a very pleasant route, which crosses the range between the WASSERFLUH (2,851) and the GISLIFLUH (2,539).

Cross Route to Sissach, by the Schafmatt (*see* next page).

Cross Route to Muri. Distance, 18 miles. Time by rail, 1 hour. Fares: 1st, 2 f. 90 c.; 2nd, 2 f. 5 c.; 3rd, 1 f. 45 c. **Muri.** Hotels: *Löwe* and *Adler*. The first has brine baths. An hour and a half from Muri is a good pension called **Schloss Harben.** It was once a château. It is a very healthy and pretty situation. A continuation of the railway is being constructed from Muri to **Immensee** (*see* page 255) by way of **Sius** and **Rothkreuz.**

From Aarau there is a line on to WINTERTHUR (*see* page 299) and CONSTANCE (*see* pages 363 and 367).

Continuing our journey we pass RUPPERSWIEL; then WILDEGG, with its castle. This station is the one for the BRESTENBERG HYDROPATHIC ESTABLISHMENT. It is situated on the LAKE OF HALLWYL, 8 miles to the south. It is a good place for a stay, and pension is reasonable.

SCHINZNACH (17 miles from Olten). The baths of same name are some distance from the station, but the line passes close to them. The water is sulphureous. The hotel (which is very comfortable) makes up 450 beds, and has 200 baths.

Excursion from Schinznach.

To the Wülpelsberg (1,686). The baths are at the foot of this hill. The summit is crowned with the ruins of the **Hapsburg Château,** called the cradle of the imperial family of Austria. It was erected about 1020. Magnificent view.

BRUGG (*see* page 370). TURGI (*see* page 370). From here we cross the Sunnat, pass SIGGENTHAL, DÖTTINGEN, go through a tunnel, and over the Rhine by an iron bridge to KOBLENZ, at the mouth of the Aare. Thence to WALDSHUT (*see* page 373).

Leaving Olten in continuation of our journey to Bâle, the train descends to the Aare, and crosses it. It then ascends again, and we get a view of the Oberland Mountains. We

Digitized by Google

then come to the HAUENSTEIN TUNNEL, 2,970 yards long. In 1857, during the construction of this tunnel, a sudden fall of earth buried 52 of the workmen. Some of their comrades gallantly made an attempt to rescue them, when another fall took place, burying 11 of the rescuers. The whole 63 were killed. On leaving the tunnel we come to—

LÄUFELFINGEN (*see* page 253). Ascent of FROHBURG from here.

Cross Route from Läufelfingen.

To Eptingen. Saline and mineral water baths, beautifully situated in a narrow valley at the foot of the **Hauenstein.** Time, 1 hour. From Eptingen a diligence runs twice a day to **Sissach** (*see* below). Distance, 7 miles. Time, 1½ hours.

Sissach. Hotel: *Löwe* (13 miles from Bâle).

Cross Route from Sissach.

To Aarau (*see* pages 252–253) **by the Schafmatt.** Distance, 11 miles. Diligence goes to **Oltingen** (hotel, *Ochs*) in 2 hours, a beautiful drive. At Oltingen, close to the hotel, the path for the **Schafmatt** (2,520) commences, and guide-posts direct the traveller at frequent intervals. The view from the summit is very grand, embracing the whole of the Jura range. About a mile from the summit is a whey cure establishment, and from this point Aarau can be reached in about an hour.

The next station is LAUSEN, and then in two miles—

LIESTAL. Hotels: *Falke* (good), *Schlüssel* (good), *Sorma*, *Engel*. This town, which has a population of 4,000, is situated on the ERGOLZ. In the Council-hall is preserved a cup which is said to have belonged to Charles the Bold, and to have been taken from his tent after the battle of Nancy. In this hall are also some curiously-painted windows of the 16th and 17th centuries. To the north-west of Leistal, about two miles, is a much-frequented *kurhaus* at BIENENBERG.

Leaving Liestal, we shall notice on the right the prison of the half canton of Basel-land, and not far from it the Cantonal Hospital. Leaving the ERGOLZ VALLEY we enter the RHINE VALLEY, and reach PRATTELN (junction by BOTZBERG RAIL, *see* page 370, for Zürich, *see* page 279).

BÂLE (*see* page 371).

72. LUCERNE OR ZUG TO ARTH, SCHWYZ, AND BRUNNEN.

Steamboat from Lucerne to Küssnacht, 1 hour. Diligence from Küssnacht to Arth, 1 hour (*see* Plan). Omnibus from Küssnacht to Immensee, 20 minutes; steamboat thence to Arth in 40 minutes.

Digitized by Google

ROUTE: Steamer rounds the *Meggenhorn*, passes the island of *Altstad*, and enters Küssnacht branch of lake. On the left, château of NEU-HAPSBURG; castle (same name) behind it. (It is mentioned in Schiller's ballad, "The Count of Hapsburg.") Steamer now reaches HINTER MEGGEN. Pension, *Gottlieben*. Crosses to GREPPEN (one of the starting-points for ascent of Rigi), and then in a few minutes arrives at KÜSSNACHT (1,445). Population, 1,300. Hotels: *du Lac*, *Schwarzer Adler*, *Rössli*, *Tell*; Pension: *Sigwart* (all good). Village beautifully situated.

Omnibus plies between steamboat piers of Lucerne and Zug Lakes. Fare, ½ franc.

By road from Lucerne to Küssnacht. Exquisite drive, affording a series of entrancing views.

The road to Arth winds over the base of Rigi and passes through the HOHLE GASSE (Hollow Lane). It is here that Tell is said to have shot the Austrian tyrant Gessler. At the end of the Gasse (2 miles from Küssnacht) is Tell's chapel; ½ mile further, road divides—left to Immensee (¾ mile), right over north spur of Rigi to ARTH. Hotels: *du Rigi*, *Schlüssel*, *Adler*. Rail for Rigi begins here (*see* Plan).

ARTH TO ZUG.

As Zug is neared a splendid view of *Pilatus* is gained. The excursion (1½ hour) is a most enjoyable one.

LAKE OF ZUG.

1,374 feet above the sea. Length, 9½ miles; width, 3 to 4 miles; greatest depth, 1,200 feet. The lake is a little gem in an emerald setting. Rich woods and green pastures clothe the gently rising hills, while the Rigi, visible in all its massiveness, forms a fitting adjunct to a scene of perfect beauty. The Zug and Lucerne Railway runs along the north bank of the lake. The waters swarm with excellent fish, principally red trout (*Salmo salvelinus*), which afford capital sport for the devotees of the "gentle craft," though they are only taken in quantities between October and December. The village of Zug offers good quarters for amateur anglers.

73. ARTH TO SCHWYZ AND BRUNNEN.

Distance, 12 miles. Diligence twice daily to Schwyz, 1½ hour; to Brunnen, 2 hours; fare, 3 f. 80 c. Omnibus frequently between Schwyz and Brunnen, in ½ hour. Carriage, one-horse, Arth to Brunnen, 12 francs; two-horse, 18 f. 50 c.

Digitized by Google

The road keeps company with railway as far as GOLDAU (*see* Plan), where there is a good hotel. The route traverses the identical spot where the landslip occurred (*see* page 251), and soon brings the traveller to LOWERZ. Hotels: *Rössli*, *Adler*. The village stands on the shores of the lake of the same name. On the little island called SCHWANAU, situated in the middle of the lake, are the ruins of CASTLE LOWERZ. It was formerly in possession of the Austrians, but was dismantled by the Swiss in 1308.

LAKE OF LOWERZ.

Is 3½ miles long by 2 miles wide. It is exceedingly shallow, and, being invariably frozen in winter, affords splendid skating.

A path for ascent of Rigi begins at Lowerz (*see* Plan).

The scenery becomes wilder now as the journey is continued, and in a little while we reach SEEWEN. Hotels: *Rössli*, *Stern*. Chalybeate spring, much frequented.

There is a foot-path from Seewen to Brunnen, offering pedestrians a pleasant change from the dusty road. The little stream must be followed on its right bank, until a narrow foot-path is observed branching off on the left; this will lead the traveller over the *Muotta* by a quaint and primitive bridge, and at *Ingenbohl* the high road can be regained.

SCHWYZ. Hotels: *Rössli*, *Herdiger*, *Hirsch*, *Pension Jütz*. Small town; population, 6,000. It is the capital of the canton of same name. Beyond the natural beauties of the surrounding scenery, and its pure air, Schwyz has no attractions.

Ascent.

Great Mythen (6,300). Good path to summit. Guide not required. View equal to that from Rigi.

The road on to Brunnen (which is 3 miles away) passes through IBACH, at the entrance of MUOTTATHAL (*see* below), and INGENBOHL (*see* note above), where there is a pilgrimage church and a nunnery.

BRUNNEN, on Lake of Lucerne (*see* page 245).

74. THE MUOTTATHAL.

LUCERNE to BRUNNEN (*see* route on preceding pages).

CHAR-ROAD to MUOTTA. Distance, 12 miles from Brunnen. Char and man, 13 francs; if taken on to Glarus, 32 francs. These fees include return. The route from *Ibach* runs through a beautiful valley, which, in 1799, was the scene of dreadful

Digitized by Google

fighting between the Russians and French. The covered bridge was hotly contested for many hours, and the waters beneath were dyed red with the blood of the slain.

MUOTTA. Auberge (very fair).

Cross Routes from Muotta.

To Glarus. Mule-path. Mule and man, 16 francs. Pedestrians do not require a guide. The road, which cannot be easily mistaken, rises up the *Pragel* to the cross on the summit, 5,000 feet, which marks the boundary between Cantons Glarus and Schwytz. Descent, 1 hour, easy. Scenery charming.

To Vorauen by the Pragel. Time, about 6 hours. A guide is advisable. Fee, 7 francs. On the other side of the Pragel is the village of **Richisau**, where there is a new Kurhaus. The situation is beautiful. **Vorauen** is also beautifully situated in the Klönthal, and boasts of a new Kurhaus (said to be good). Glarus is easily reached from here.

NOTE.—A carriage road is to be made over the Pragel.

GLARUS.

(1,489.) Hotels: *Glarnerhof*, *Schweizerhof*, *Raben*, *Drei Eidgenossen*, *Löwe*, *Sonne*. Cafés and restaurants; telegraph and post-office. Carriages can be hired at *Voegeli's*.

Glarus is the capital of the canton, and has 6,000 inhabitants. It stands at the base of the VORDNER-GLÄRNISCH (7,600), and the SCHILD (7,400), and is overlooked by the HAUSSTOCK (10,300) (*see* page 294) in the south, and to the left of that again the KÄRPFSTOCK (9,200). The town was destroyed by fire in 1861. Cotton printing and dyeing are carried on. In common with all the towns and villages in the canton a peculiar cheese, called *Schabziger*, is made; its colour is green, due to the use of *Melilot* (scented clover) with the curds. The cheeses are kept twelve months before being exported, and as they have a very pronounced odour, the canton has an exceedingly cheesy smell. Zwingli preached in the church for 10 years.

Ascents from Glarus.

The Schild. Time, 6½ hours. Guide, 10 francs. Fine panorama.

Vordner-Glärnicsh. Time, 6½ hours. Guide, 14 francs.

The Fronalp-Stock (7,000). Time and fee same, and view almost identical, with the last-named.

Excursion from Glarus.

To the Klön-See. A lake 2 miles long, 1 broad. Boats on the lake, 1 to 10 persons, 1½ franc. The scenery is magnificent. Distance, 5 miles. Carriage, there and back, 12 francs.

Digitized by Google

Cross Routes from Glarus.

To Coire (*see* Coire, page 307) **by Sernf Valley.** Time, 19 hours. Diligence to **Schwannen** 4 times a day, ½ hour. Thence to **Elm** (*see* page 293) (twice a day), 2½ hours. Elm to **Flims** on foot, by the **Segnes Pass,** 9 hours. Guide required, 20 francs. Flims to Coire, diligence twice a day, 2½ hours.

To Brunnen (*see* page 245), on Lake of Lucerne, **by Muottathal.** Carriage-road passes the beautiful **Klon Lake** to **Vorauen,** 10 miles. From Vorauen there is only a mule-path to Muotta, 18 miles. Then carriage-road again for 12 miles, to Brunnen. Carriage as far as Auen, 12 francs. Mule to Muotta, 10 francs. Carriage to Brunnen, 12 francs.

Over the Murgsee-Furkel to the Murgthal and Wallenstadt. Time, about 10 hours. A guide should be taken as far as the *Murgthal;* thence to Wallenstadt, road plain. The Murgthal is very beautiful, and well worth a visit.

75. BRUNNEN, OR SCHWYZ, TO EINSIEDELN.

Distance, 20 miles from Brunnen; 16½ miles from Schwyz. Diligence, twice daily. Time, 3 hours. Fare, 4 f. 15 c.

Footpath from Schwyz by the HACKEN. Allow 4 hours. It is not recommended, however, as the road is bad and exposed to the full heat of the sun.

The post-road runs through the charming SCHLAGSTRASSE, which commands fine views, and at 10 miles reaches—

SATTEL. Hotels: *Neue Krone, Alte Krone.*

Cross Routes from Sattel.

By Lake of Egeri to Zug. There is a diligence daily. Time occupied, about 2 hours. Fare, 2 francs.

To Goldau and Arth, by footpaths, beginning at **Ecce-Homo Chapel.** 1½ mile south of Sattel. Time, 2½ hours.

THE EGERI LAKE.

3 miles long, 1½ broad. Beautifully situated. A tremendous battle was fought on the slope on the south-east side in 1315. Again, on the 2nd of May, 1798, there was a desperate encounter between the Swiss and the soldiers of the French Republic. The French were defeated.

After leaving Sattel the hotels on summit of Rigi can be seen.

ROTHENTHURM (Red Tower). Hotel: *Ochs.* Village takes its name from a red tower, part of fortifications which were erected by the Schwyzers. In 4 miles more we reach—

BIBERBRUCK. Hotel: *Post.* Village charmingly situated, and commands magnificent Alpine views.

Digitized by Google

EINSIEDELN.

(2,800.) Hotels: *Pfau, Sonne, Drei Könige, Adler, St. Catharina.* Population, 7,700. Picturesquely situated in a green valley, through which flows the *Alpbach.* It is celebrated for its ABBEY, which was erected between the years 1704 and 1720, after a disastrous fire which destroyed the old building. The original abbey is said to have been founded in the time of Charlemagne. A legend runs that when, in 948, the Bishop of Constance was about to consecrate the church, voices from heaven informed him that the Saviour and His angels had already performed the ceremony. The miracle was confirmed by the Pope, who granted indulgences to all who should perform the pilgrimage of "Our Lady of the Hermits." Of course, thousands of people commenced to flock to the church as devout pilgrims, and, as none went away without *giving*, it soon became the richest abbey in Switzerland. In 1274, its abbot was created Prince of the Empire by the Emperor Rudolph of Hapsburg. Even at the present day the abbot is called Prince of Einsiedeln in the Catholic cantons. In 1798 the French soldiers sacked the abbey, and carried off the enormous treasures which had been accumulated through a course of centuries. The image of the Virgin, however, was rescued from the spoilers, and when more peaceful times dawned, the image was again set up, and the pilgrimages were resumed. The average number of pilgrims annually is 170,000. In 1861, the 1,000th anniversary of the founding of the abbey was celebrated with regal splendour. There are 60 priests, and 20 brothers of the Benedictine order. Excellent horses can be purchased on the estate in connexion with the abbey. In the open space near the church is a black marble fountain with fourteen jets, that supply the pilgrims with water.

At Benziger's Library it is said that there are upwards of 700 men employed in the manufacture of missals, images, saints, rosaries, medals, &c.

The abbey is well worth a visit. The image of the Virgin and Child is decorated with precious jewels of immense value.

Near the abbey is a hill called the HERRENBERG (3,648), that should be ascended for sake of the magnificent view it commands. The way to the summit is easy.

Digitized by Google

Digitized by Google

Digitized by Google

We next enter the *Bristen tunnel* (650 mètres), which passes right under the village of Bristen. Emerging from the tunnel, we are carried across the Reuss by a stone viaduct, 250 feet



76. LUCERNE TO BELLINZONA AND LOCARNO,

BY THE ST. GOTTHARD PASS.

(For Rail Route, *see* Sketch Plan, opposite.)

Distance, 120 miles.

NEW ROUTE, by rail from Flüelen, through the St. Gotthard Tunnel (for description of Tunnel, *see* page 264).

OLD ROUTE was by steamer to Flüelen, thence by diligence to Andermatt and over the Pass (*see* Andermatt, page 188).

The journey to Flüelen has already been described (*see* pages 244–249). From thence the road runs through the REUSSTHAL, and commands a view of the BRISTENSTOCK (*see* page 262) and the two mountains called WINDGELLEN.

ALTORF (29 miles from Lucerne). Hotels: *Adler*, *Schlüssel*, *Löwe*, *Krone*, *Tell*. Magnificently situated. Capital of the *Canton Uri*.

To every one who knows Schiller's "Tell," the name of Altorf will be familiar. It was here that, according to tradition, the Swiss patriot shot the apple from his son's head. On the spot where the child is said to have stood during the terrible ordeal, with his back to a lime-tree, a statue has been erected. It is maintained that the lime-tree was flourishing in 1567, and was blown down soon after that, during a violent storm. The statue, which is made of plaster, was presented by a Zurich rifle corps. It is decorated with frescoes representing Tell's exploits.

Altorf was destroyed by fire in 1799. There is a Capuchin monastery just above the church. It is said to be the most ancient in the country. From this monastery and the PAVILLON WALDECK, which is close to, splendid views are obtained. Above the monastery is the "Sacred Grove" (*Bannwald*), so called because it protects the village from falling rocks, and no one under any circumstances is permitted to fell the timber. Near the *Arsenal*, and close to Altorf, is the beautifully-situated village of—

Digitized by Google

BÜRGLEN. *Hôtel Tell* (good). The village stands at the entrance to the *Schächenthal*, where Tell is supposed to have first seen the light. The site of the house where he was born is occupied by a chapel containing frescoes illustrating his life.

Cross Route from Bürglen.

To Stachelberg by Schächenthal and Klausen Pass. Time, 11 hours. Guide (not necessary), 15 francs.

A new road now goes as far as **Unterschächen,** thence a bridle-path. The way leads past Bürglen, thence through the Schächenthal, where some beautiful views occasionally open out. On leaving the Thal, and just before reaching the village **Aesch** (hotel, *Stäubi*), a very fine waterfall, called the *Stäubi*, is passed. For the best sight of it go down on to the bridge which crosses the brook. The water comes from the **Gries Glacier,** which lies on the north of the **Scheerhorn** (10,814). A fine view of this peculiar mountain is obtained from the **Balm-Alp,** which is traversed before the summit of the **Klausen-Pass** (6,400) is gained (*see* page 297). The pass is frequently covered with snow, even in the height of summer. The descent is over the *Klausen Alp* and the **Urner-Boden,** a pasture 4½ miles long and 1 broad; and in 2 hours a fine waterfall, the **Fätschbach,** is reached; and in ½ hour more we arrive at—

The Baths of Stachelberg (*see* pages 93 and 295).

On leaving Altorf in continuation of our journey to Andermatt, we cross a bridge which spans the Schächenbach, and soon gain a view of a magnificent panorama of mountains. At KLUS, a small village, the two Windgelle are seen on the left—the KLEINE WINDGELLE (9,856), and the GROSSE WINDGELLE (10,497).

Near the parish church at Klus the little frequented **Erstfelder Thal** begins. Pedestrians who have time at their disposal should walk up this Thal for 4 hours; it runs between steep and stupendous mountains, and is gloomy and grand. The upper end is closed by the **Schlossberg Glacier,** and there are two weird lakes near the glacier,—the **Faulensee** (5,418), and the **Obersee** (6,472), which lies more to the south and at the base of the **Krönte** (10,204). This valley is seldom traversed by the ordinary tourist, and deserves to be better known.

The next village on the route is SILENEN. *Hôtel Tell.* From here the imposing BRISTENSTOCK (10,100) is seen from summit to base. On the left is a ruined castle, said to have belonged to the Austrian bailiff, Gessler. Next village of importance is AMSTEG. Hotels: *Stern* (good), *Kreuz, Hirsch.* This village is situated at the entrance of the *Maderaner Thal* (*see* page 270).

Digitized by Google

Ascents from Amsteg.

The Bristenstock. Time, 8 to 9 hours. Guide necessary; fee, 20 francs. Splendid view from summit.

The Staffeln (*see* page 270).

The road now crosses the *Reuss*, the real St. Gotthard route commences, and we reach—

INSCHI. *Hôtel Lamm.* The scenery becomes sterner and wilder, and we arrive at—

WASEN (45 miles from Lucerne). Hotels: *des Alpes, Ochs, Krone.* A fine village, with old church. Ascend to the terrace of the church for the magnificent view which it commands. About 60 yards beyond the bridge a footpath ascends to the right, and saves the windings of road.

At Wasen are the extensive works of the railway company.

WATTINGEN. Fourth bridge over Reuss. To the right the FALL OF ROHRRACH. Village small and scattered.

SCHÖNEBRUCK (3,212). Fifth bridge. On the left rises a stupendous mass of rock, called the TEUFELSTEIN (the Devil's Stone).

The country people are superstitious about this stone. They say that when the devil had finished the bridge (now called by his name) further on, he demanded as his pay the first being that crossed. An artful old peasant, however, sent a dog across first, and his majesty was so enraged at being thus cheated that he picked up a rock in order to smash the bridge down. On his way a woman met and bade him God speed; this so disconcerted the old gentleman that he hurled the stone to where it lies, and then disappeared to his own regions in the midst of an awful storm.

GÖSCHENEN (3,488). Hotels: *Geschenen, Rössli.*

Soon after Göschenen is passed the GORGE OF SCHÖLLENEN begins. It is described by Schiller as the "Valley of Horrors."

Cross Routes.

To the Rhône or Trift Glacier, by the Winterjoch, Dammapass, Maasplankjoch. Each one of these is very difficult, and should only be attempted by the experienced with good guides.

To Realp by the Alpiglen-Lücke (9,100). The Geschenen Alp is traversed, and then an ascent made to the Col between the **Lochberg** (9,420), and **Spitzberg.** From summit of col an ascent (1 hour) can be made of the Lochberg. Splendid view. Time required altogether, 9½ hours. Good guide. Fee, 14 francs.

To the Trift Glacier by the Kehlenjoch (10,402). 11 to 12 hours. Good guide imperative. Fee, 20 francs. This is a splendid excursion, but difficult.

Ascent of Fleckistock (11,300). Difficult, and not without danger. For thorough mountaineers only. Two guides desirable. Fee, 25 francs each. View from summit wonderful.

Digitized by Google

Excursion.

To the Geschenen-Alp. Recommended. Time, 3 hours. Guide not necessary. The Alp is 6,100 feet above the sea. On the west is the **Dammafirn Glacier**, and ¾ of an hour further on is the **Kehlen Glacier**, which lies between the **Winterberg** and **Steinberg.**

Leaving Göschenen we cross the sixth bridge, where the Great St. Gotthard Tunnel commences (*see* below), and soon enter the grand and gloomy defile of the SCHÖLLENEN, nearly 3 miles long. In winter and spring this defile is frequently swept by tremendous avalanches. It is protected at one part by a gallery 65 yards in length ; and after traversing this gallery we gain the DEVIL'S BRIDGE—the eighth—(*see* page 188 for continuation of route).

THE ST. GOTTHARD TUNNEL.

Fifty years ago, if any one had been bold enough to predict that the time was not far distant when the locomotive would be tearing its way through the very heart of the Alps, the prophet would have been laughed at as a driveller. Yet it is only the other day the Mont Cenis Tunnel was opened, and now that great undertaking has been put into the shade by the still greater undertaking of piercing the St. Gotthard. It is barely fifty years ago since the road *over* the St. Gotthard was completed. It was begun in 1820 and finished in 1830. Its completion was the occasion of much rejoicing, as it formed a great connecting link between the south of Switzerland and the north of Italy, and greatly facilitated commercial transactions between the two countries. Strange to say, however, the hospice on the summit has been in existence for quite 500 years, and divine service has been performed there ever since 1631, having first been instituted by a bishop of Milan. During all these years it has performed useful work, and has dispensed charity with no niggard hand. The busy and often mournful scenes (when some frozen traveller has been rescued from the snow) to which it has been a witness during the last half-century are now things of the past, for, like the Mont Cenis Pass, the St. Gotthard will cease to be used excepting by the wondering tourist, who prefers to toil up into the desolate regions where the sun-smitten crags and snow-robed peaks have an awe-inspiring beauty that man can never take from them, rather than be dragged through murk air and gloom deep down in the bowels of the earth. The enthusiastic lover

Digitized by Google

of Nature may well sigh as he sees how the practical and prosaic are utterly destroying the poetry and romance of the world. Your engineer is a ruthless disturber of the most secret solitudes of Nature; he carries his peace-disturbing rails and screeching engines up mountains and through them, but God be praised he has not yet been able to cart away the glaciers of Switzerland, nor sweep off the eternal snows from her giant peaks, and we who love these things may congratulate ourselves that there are still a few spots of beauty left, and that they are so lonely, so inaccessible, so edged in by Nature's protecting barriers, that, though man may burrow far beneath them, he can never drag his "screeching fiend" (as Ruskin has it) over them, and that they will remain as they are now until the great globe itself shall have passed and vanished away.

The scheme of the Great Tunnel was born in Zürich, but for some years there seemed no prospect of its becoming a *fait accompli;* for the undertaking was so gigantic, so daring, that capitalists felt that it would be a forlorn hope to attempt it, and that the money would be simply thrown away. The daring brains, however, that had given birth to the idea were too sanguine of success to allow the matter to drop, and so they ultimately succeeded in putting the idea into practical shape, and in 1872 a start was made.

The tunnel is 9 miles long, and connects the villages of Göschenen and Airolo. Its level is 3,840 feet above the sea, and 6,083 feet below the summit of the Kastelhorn. From Göschenen the tunnel runs east as far as the Urnerloch, which is in a straight line above it; it then turns under the last houses on the west of Andermatt, passes beneath the St. Anna Glacier and the summit of the Kastelhorn, and to the west of Pizzo Centrale. The geological formations that had to be cut through were schists, gneiss, granite, and serpentine, the latter being the hardest, so that the boring machines were only able to progress at a slow rate. Not far from Airolo a stratum of dolomite was found, and this caused some trouble on account of the water it contained.

Beneath the plain of Andermatt the masonry of the tunnel was affected by the enormous pressure, and the roof was crushed in on two occasions, so that fears were entertained for the ultimate success of the work. The vault, however, was rebuilt with a thickness of 10 feet of masonry, and up to the present time it has shown no signs of yielding. The number of workmen working at one time in the tunnel averaged 1,200,

Digitized by Google

and these were without exception natives of Piedmont, for, strange to say, they were found to be the only men who could endure for any length of time the extremely trying and laborious work.

All the men employed suffered more or less from a strange illness which resulted from intestinal worms, probably due to the water that was drunk, and to the hot and humid atmosphere in which the men had to labour; to this malady a great number fell victims. There were also a large number of fatal accidents, as well as deaths through diseases of various kinds.

The work was carried on from both ends simultaneously, and the two parties shook hands in the middle in the winter of 1880, the event being celebrated by a grand banquet and great rejoicing. The official inspection took place on the 28th and 29th of December, 1881, and the line from Brunnen to Göschenen was reported to be in a satisfactory state. A train bearing the engineers then passed through the tunnel, occupying four hours between the two ends, as a great deal of time was spent in inspecting the condition of the permanent way and the masonry.

The line, which will henceforth be known as the "St. Gotthard Railway," is 152 miles in length, and the cost is estimated at the enormous sum of £6,800,000 sterling, or about £45,000 per mile. The contractors are said to be losers by their bargain to the tune of £250,000. The chief contractor was M. L. Favre, of Geneva, and the contract price 50,000,000 francs. M. Favre did not see his work completed, as he was killed in the tunnel on the 19th July, 1879. The Italian and Swiss workman shook hands in the centre of the tunnel on the 29th February, 1880, after 9 years' labour. It takes 30 minutes to go through the tunnel. The temperature is high, but the ventilation fairly good.

The opening of the tunnel was inaugurated on the 27th of May, 1882, by a grand banquet at Lucerne, and in speaking of the coming event the *Daily Telegraph* for May 23 thus alluded to the tunnel:—

Next to the question of safety, that of time would appear to be the one worthiest of consideration with regard to the St. Gotthard Railway. The engineering problem involved having been practically solved by the piercing of the Mont Cenis Tunnel, the success of that tremendous excavation may fairly be considered as a precedent which will be as successfully followed by its Italico-Swiss rival. As regards the acceleration

Digitized by Google

of trains, it is asserted that the St. Gotthard route is shorter than the passage either through Mont Cenis from Chambéry to Susa, or over the Brenner from Bolzano to Innsprück. From Paris to Bâle the distance is only 379 miles—a distance which, with a properly ordered service of express trains, ought to be traversed in 12 hours; whereas by the route *viâ* Mont Cenis it is 431 miles from Paris to Modane. The railway over the Brenner Pass is, it is true, only 165 miles long; but the railway "connections" are so complicated — especially in Germany—between the Bavarian capital and Paris, that it is calculated that from 3 to 4 hours will be saved by choosing the St. Gotthard route in preference to the Brenner. With regard to the journey between Lucerne and Bellinzona, it may not be inexpedient to glance at the time and the money expended in such an expedition just 25 years ago. Steamers started twice a day from Lucerne for Flüelen—the Italian Flora—at the southern extremity of the Lake of the Four Cantons. From Flüelen to Bellinzona, over the St. Gotthard, the distance is 81 miles, and the journey was accomplished, according to the season of the year and the state of the weather, in from 15 to 20 hours. At the end of an additional 12 hours the traveller might reach Milan. The fare by diligence was not unreasonably high, but those unwieldy vehicles were so many ambulatory machines of tedium and torture; while for a carriage and two horses over the St. Gotthard the tourist was charged 100 francs, or £4 sterling, besides a "pourboire" of 2 francs a stage — there were 16 stages — for the postboy, and extra fees if additional horses were required for dragging the carriage through the scenes of "sublime horror." The St. Gotthard, even when the track over it was little better than a mule-path, was traversed every year, on an average, *by sixteen thousand travellers and nine thousand horses; and, on the whole, it is questionable whether this be not the most anciently frequented of all the Alpine passes.* It was the old road, or rather bridle-path, which was traversed late in the last century by that indefatigable traveller Coxe, when he wrote from St. Gotthard: "Switzerland is a most delightful country, and merits the particular observation of the traveller, as well for the diversity of the governments as for the wonderful beauties of nature; but the impositions of the innkeepers and the difficulty of obtaining horses are inevitable taxes on these its delights." Coxe tells a story of two English gentlemen who were fain to perform the journey across the St. Gotthard on foot, for the reason that they were only able to hire at Flüelen a solitary

Digitized by Google

and sorry "screw," and they were seemingly averse to adopting the economical "ride and tie" system, or from following the notable example of the two knights of the Temple. Yet, though they sturdily trudged along through the craggy pass, they sensibly secured the "screw" to carry their luggage.

The following particulars as to distances between several ports and Milan will be interesting:—Calais to Milan, *viâ* Mont Cenis, 846 miles; Boulogne to Milan, *viâ* Mont Cenis, 819 miles; Ostend to Milan, *viâ* the St. Gotthard, 786 miles; Antwerp to Milan, *viâ* the St. Gotthard, 736 miles. Antwerp thus possesses an advantage of 83 miles over Boulogne and 110 over Calais. The proposed route under the Simplon would, if constructed, still leave Antwerp with an advantage of 38 miles and 10 miles respectively over Calais and Boulogne.

The St. Gotthard Railway has altogether 56 tunnels, measuring in the aggregate 41 kilomètres, or about one fifth the entire line (*see* Sketch Plan for details of the line).

There are three express trains daily from Calais and Ostend, and Lucerne may now be reached in 23¼ hours from London; Milan, 33 hours; Rome, 50½ hours; Venice, 42 hrs. 20 m. There are sleeping-cars to each train, and second-class carriages to the express trains in Switzerland.

The St. Gotthard Post.

Though a St. Gotthard post existed as far back as the fifteenth century, the service, until late in the seventeenth, appears to have been very uncertain and irregular. In 1693 the famous Fischer family of Berne, Muralt, and Lucerne, agreed with the five primitive Swiss Cantons to undertake the Italian postal service, and the traffic thence arising, for a term of thirty years. The weight to be carried on each trip was limited to 50 lb. At that time the post left Zürich twice a week—on Wednesdays and Saturdays, and arrived at Milan every Sunday and Wednesday. The courier went by Lucerne, thence by boat to Altorf, and on horseback by Urseren, Bellinzona, and Lugano to his destination. This was known as the St. Gotthard horse post. In the second half of the eighteenth century the traffic between Germany and Italy greatly increased, and it became the fashion for Germans of rank and means to travel to the Peninsula by the St. Gotthard route. Goethe made several journeys over the mountain—in 1775, with his friend Passavant; in 1779, with the Duke of Saxe-Weimar; in 1797, with his friend Meyer. On these occasions he picked up much information concerning the history and

Digitized by Google

habits of the Swiss people. He communicated his *impressions de voyage* to Schiller, by whom they were utilised in his drama of *William Tell*. The Fischer family retained possession of the postal contract until 1799, in which year the service was transferred to the Helvetic Republic and became a department of State. Five years later, when the Helvetic Republic came to an end, the cantons recovered their sovereignty, and were left to make their own postal arrangements. Canton Uri farmed the St. Gotthard service to Zürich, and Zürich appointed as postmaster at Altorf, Landammann Zgraggen, a gentleman who is still living. He is certainly the oldest post-office official, and probably the oldest man in the Confederation. In 1828 Uri made a new arrangement with Lucerne and Zürich. It was one of the conditions of this arrangement that the post-office boatmen on the Lake of the Four Cantons should be exclusively natives of Uri, and that Uri should receive an annual subvention of £800. The boatmen were bound to have their boats always ready and in good condition, and the courier was forbidden to wait more than an hour at Altorf. In 1820, the road between Amsteg and Göschenen having been widened and put in a good state of repair, the mail matter began to be carried between these places in vehicles. From Göschenen to Airolo it was carried as before on horseback. Two horses were used, one for the postman, the other for his bags. Travellers were not allowed to accompany the postman. In winter, when snow lay thick on the ground and there was fear of avalanches, the bags were carried by footmen. In June, 1830, a great innovation was admitted. The postman was permitted to take in his carriage (between Flüelen and Andermatt) one passenger, under the express condition that, in the event of there being two or more candidates for the privilege, preference should be given to a native of Canton Uri. The fare from Flüelen to Andermatt was 44 batzen (about 6s. 6d.), and foreigners (which meant all except natives of Uri) had to pay an additional 17 batzen for bridge money. When the great St. Gotthard *strasse* was completed in 1834, the weekly services, always under the same conditions, were increased to three. In 1842 an immense stride was made. Canton Uri organised a daily service, which included a post-waggon, constructed to carry eight passengers, that did the whole distance between Flüelen and the Italian frontier at Chiasso. At a later date this service was taken over by the Federal Post Office. With that exception it is the same service which has just been superseded by the St. Gotthard Railway.

Digitized by Google

77. THE MADERANER THAL.

(*See* pages 262, 297–303.) This valley is wild and grand, and well worth visiting. It is watered by the roaring KÄRSTELENBACH, and bounded on the north by the Windgelles, the Big and Little Ruchen, and Scheerhorn; on the south by Bristenstock, Weitenalpstock, Oberalpstock, and Düssistock. There is a mule-path from AMSTEG (*see* page 262) for 4 hours to the *Hôtel Alpenclub* (4,790) (very good). This is the starting-point for excursions in the TÖDI Mountains (*see* page 296).

Excursions and Ascents from the Alpenclub Hotel.

Hüfi-Glacier. 1 hour. Guide not necessary (unless you intend to traverse the glacier). Path well defined. On the way the **Lammerbach** and beautiful **Stäuberbach** Falls are passed. The best view of the glacier is obtained from a rock close by (5,230). With this excursion a visit to the **Staffeln** can be combined, but in that case a guide is imperative. Fee, 8 francs. Time, about 7 hours. View from summit singularly striking, and embraces the whole of the Hüfi Glacier, and the **Tschingel Glacier.** A descent can be made from the Staffeln to Amsteg.

Ascent of Düssistock (10,650). Guide, 15 francs. Time, 8 hours. Very difficult. View splendid (rope and axe needed).

Oberalpstock (10,900). Guide necessary (fee, 15 francs), but ascent is easy. Time, 11 to 12 hours.

Weitenalpstock (9,892) ...
Grosse Ruchen (10,300) ...
Grosse Windgelle (10,474)
GrosseScheerhorn (10,811)

Each of these mountains is very difficult. Good guide (rope and axe) needed. Fee, about 20 francs. Time (allow), 11 hours.

Passes from Alpenclub Hotel.

Clariden Pass (9,800) **to Stachelberg** (*see* pages 295, 303). Time, 12 hours. 2 guides, 20 francs each (rope and axe). This is a very grand and imposing excursion. The night may be passed in the Swiss Alpine Club Hut on the **Hüfi Alp.**

Hüfi Pass (9,653) **to Linththal or Disentis** (*see* pages 297, 302, 303); not so grand as the above, but very fine. Time, 10 hours. Guide, 21 francs.

Scheer Joch (9,290) **to Stachelberg,** 14 to 15 hours. Very difficult. 2 good guides (rope and axe). Fee, 25 francs each.

Brunni Pass (8,890) **to Disentis.** 10 hours. 2 guides, 20 francs each.

Ruchen Pass (8,100), **to Unterschächen** (*see* page 262). Difficult. Time, 10 hours. Guide, 20 francs.

Digitized by Google

78. LUCERNE TO ENGELBERG.

STEAMBOATS, 4 a day, to Stansstadt. Time, ¾ of an hour. Fare, 1 f. 40 c.

DILIGENCE from Stansstadt to Engelberg, twice a day. Distance, 16 miles. Fare, 4 f. 70 c. Coupé, 6 f. 40 c.

CARRIAGE, 1 horse, 15 francs and fee; 2 horses, 25 francs and fee.

STANSSTADT.

Hotels: *Winkelried, Freienhof* (good), *Rössli, Schlüssel.* The town is finely situated, and the snow-covered TITLIS is seen to great advantage. There is a square tower near the water, called the SCHNITZ-THURM. It is said to have been erected by the Swiss in the year 1308 for their defence against the Austrians.

The town was sacked in 1798 by the soldiers of the French Republic.

Ascent.

The Burgenstock (3,753). There are three other approaches to this mountain, viz., from **Stans, Buochs,** and **Kehrsiten,** but Stansstad is the best starting-point.

Carriage—1 horse, 7 francs; 2 horses, 12 francs. As far as the *Hôtel Burgenstock* (good, favourable for a prolonged stay); thence by good foot-path for 1 hour to summit. View very striking, especially of the Lake of Lucerne.

STANS (2½ miles from Stansstadt). Hotels; *Krone, Engel, Rössli, Pension Mettenweg.* A pretty village, with romantic surroundings. Near parish church is a splendid marble monument to *Arnold von Winkelried.* Town-hall contains some pictures.

Ascents from Stans.

Stanser Horn (6,200). Time, 4½ hours. Guide not absolutely necessary, but advisable for inexperienced. Fee, 6 francs. View truly grand.

Buochser Horn (5,970). Time, 4 to 5 hours. Guide, 7 francs. This excursion is not so fine as the one from the Stanser Horn.

Cross Route from Stans.

To Fluelen or Altdorf by Isenthal. This is a long day's excursion, but replete with great interest. The road to Engelberg is followed as far as **Wolfenschiessen,** 1½ hours from Stans, where there is an inn. The Engelberg road is now left, and a track followed which runs to the S.E. Inexperienced travellers would do well to engage a guide at Wolfenschiessen for this part of the route and as far as the village of Isenthal, which can be reached in about 2½ hours. There is an inn here called the *Adler,* where fair accommodation for the night can be obtained.

Digitized by Google

From this village an ascent of the Uri-Rothstock (*see* page 275) can be made, but it is more arduous than from Engelberg. From the village onward the way is clear. The path has simply to be followed for about two hours, when the Lake of Lucerne will be seen far below. Descending, we reach the hamlet of **Isleten**, where there is an extensive dynamite factory. Sometimes a boat can be procured to cross over to Flüelen; if not, the traveller must turn to the right along a narrow path on a declivity, and he will reach **Seedorf**, at the end of the lake. From there there is a char road, which crosses the Reuss. It is about three miles to Altdorf from Seedorf.

The road now runs through the ENGELBERGER THAL. On the right is the STANSER-HORN, on the left the BUOCHSER-HORN, in the background the snow-clad TITLIS (*see* illustration). Several small and unimportant villages are passed, including GRAFENORT, which consists of a church and a public-house. The scenery grows in grandeur, and after an ascent the road suddenly turns to the left, and discloses an enchanting view of the ENGELBERGER THAL. This is a very fine valley, about 8 miles in length. It is shut in by snow-clad mountains. The rocky peaks on the left are the GREAT SPANNORT (10,509) and the LITTLE SPANNORT (10,320). The Titlis is also seen to great perfection from here.

ENGELBERG.

Hotels: *Sonnenberg* (good), *Zum Titlis* (good), *Engel* (good). Pensions: *Müller*, *Engelberg*, *des Alpes*.

GUIDES, plenty and good.

The village is admirably situated, and offers many attractions for a stay. The whey cure is practised; and the air is balmy and pure. There is an English church.

Sights.

Benedictine Abbey at upper end of village. Founded in 12th century. Destroyed by fire in 1729, re-erected soon after.

The Church, in connexion with the abbey, contains some splendid paintings, and an altar-piece. Visiting card required for admission to abbey and church. The monks at the abbey are exceedingly courteous to strangers.

Excursions.

Tätschbachfall (fine). Time, 2½ hours. A guide is not necessary.

Fürrenalp. 3½ hours. View splendid. A guide is not necessary.

End der Welt (End of the World) at the end of the **Horbisthal.** 1 hour. Well worth a visit.

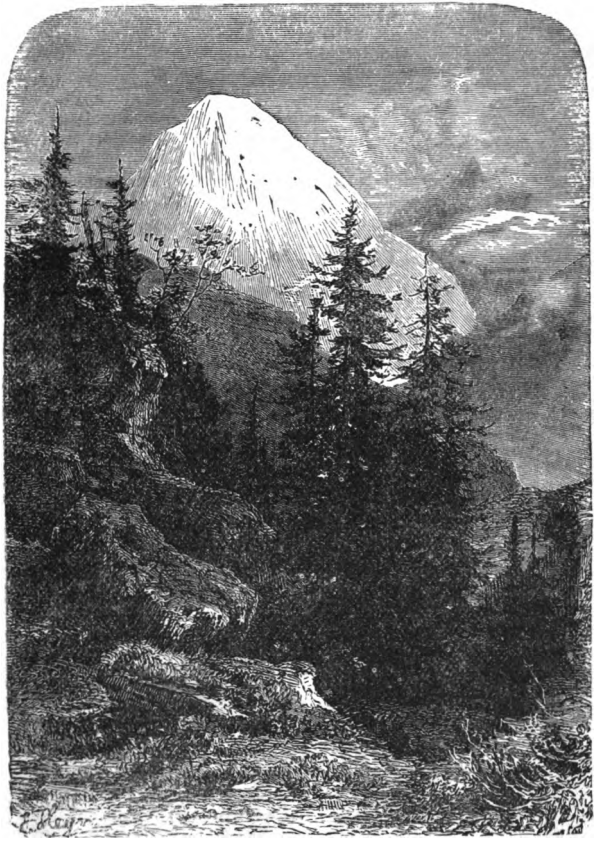
Wanalp. 1 hour. Very fine view.

Ascents.

Hutstock (8,800). Time, 8 hours. Guide, 12 francs. Not very difficult.

Widderfeld (7,700). 5 hours. Guide, 8 francs. Comparatively easy.

Digitized by Google



VIEW OF TITLIS FROM ENGELBERGER THAL.

Digitized by Google

Digitized by Google

Geissberg (9,000). Time, 5 to 6 hours. Guide, 8 francs. Laborious.

Engelberger Rothstock (9,300). 6½ hours. Guide, 9 francs. Splendid excursion, and presents no difficulties.

Rigithalstock (8,500). 5 hours. Guide, 10 francs. Trying, but fine.

Uri-Rothstock (9,715). 9 hours. Guide, 16 francs (rope and axe). Descent can be made to **Isenthal** (*see* page 272). In that case guide's fee is 20 francs. This is a magnificent excursion, replete with interest, but hardly suited for inexperienced walkers.

The Titlis (10,644). Time, 6 hours. Guide, 12 francs (rope and axe). To lessen the fatigues of this excursion the climber should proceed the previous night to the **Obere Trübsee Alp** (3 hours); small *auberge* offers fair accommodation. To this point there is now a bridle-route. A very early start must be made the following morning in order to cross the snow-fields before the sun softens them. The summit is gained over ice and snow, in which it is generally necessary to cut steps. The panoramic view is singularly imposing and grand, and well repays the toil of the ascent. This excursion, while presenting no great difficulties to the experienced, is hardly suitable for novices.

Great and **Little Spannorte.** For either night must be passed at club, 3½ hours from Engelberg. The Great Spannorte can be reached in 4 hours from hut. Guide necessary (rope and axe). Fee, 25 francs. The Little Spannorte is far more difficult. Two guides, 40 francs each. Time, 5 hours from hut. Rock work is trying, and care is required. By leaving the hut very early, both Spannortes can be done and *Schlossberg Glacier* visited. Two guides necessary, 50 francs each. This is a trying day's work.

Cross Routes.

To Erstfeld by the Schlossberg-Lücke or Spannort Joch (9,700). Time, 12 to 13 hours. Good guide required; fee, 22 francs. Both these passes are difficult (rope and axe).

To Wasen by Grassen Pass (8,900). 11 hours. Guide, 20 francs (rope and axe). Very fine, but difficult.

To Meiringen by Joch Pass. Time, 8 to 9 hours. Guide, 14 francs (*see* page 238).

To Altorf by Surinen Pass (7,600). Time, 10 hours. Guide, 12 francs. A beautiful excursion, replete with interest. In 3 hours the **Stierenfall** is gained, which in itself is well worth a visit. View from summit of pass very grand. Snow lies all the year round. In 1½ hour from top the **Waldnacht-Alp** (4,724) is reached. In ¼ of an hour from here there is a stone bridge where the road divides. The one that goes right over the bridge leads to **Erstfeld** (*see* page 262), which may be reached in 2½ hours. The other, which goes straight down, is the path to **Altorf** (*see* page 261).

Good pedestrians going to Altorf are recommended to proceed by Erstfeld, as they will then traverse the beautiful ERSTFELD THAL (*see* page 262). In case of doing so, however, 4 hours at least must be added to the time named above. But the extra time and labour will be fully compensated for by the grandeur of the scenery. An extra fee of 3 to 4 francs would be required by the guide.

Digitized by Google

79. LUCERNE TO BERNE BY THE ENTLEBUCH AND EMMENTHAL.

By train, 50 miles. Fares : 11 francs ; 7 f. 50 c. Time, 4 hours. It is far better to drive to LANGNAU, 37½ miles, and take train on.

CARRIAGE to Langnau, 2 horses, 40 francs inclusive. Sleep at Langnau (*see* below). The road runs through the beautiful valley of Entlebuch, which is watered by the EMME, to the village of—

ENTLEBUCH (2,200). Hotels : *Du Port* and *Drei Könige.* Village beautifully situated.

Ascent.

The Napf (4,600). Time, 4 hours. Guide not necessary. View superb.

Schimberger Bath (4,700). Carriage, for 6 miles, 8 francs ; 2 persons, 11 francs. Thence onward by mule-path. Better to take a mule all the way if you are not a good pedestrian. Horse right to the baths, 10 francs. Mule for luggage, 5 francs. The *Kurhaus* is admirably fitted up, and contains some famous springs. It offers every inducement for a prolonged stay. Pension can be had for 5 to 6 francs. Many excursions can be made from here.

SCHÜPFHEIM (2,400). Hotels : *Adler, Rössli.* This is a capital centre for excursions into the beautiful and romantic valley of FLÜHLI. There is also a cross route to *Brienz* (*see* page 234). A diligence twice a day through the weird valley of the KLEINE EMME, passing FLÜHLI to SÖRENBERG (3,812). *Auberge* (good). Thence on foot to summit of BRIENZER ROTHHORN (*see* page 235). Good path down to Brienz. Time, 8 hours. Fee for guide, 10 francs. This is a most interesting excursion.

Scenery very fine now, on to—

ESCHOLZMATT (2,823). Hotels : *Löwe, Krone.* Village charmingly situated.

TRÜBSCHACHEN (in Canton Berne). This is the best point for making ascent of NAPF (*see* above).

LANGNAU (2,279). Hotels : *Emmenthal, Hirsch, Bahnhof, Löwe.* Capital of the Emmenthal, which is famous for its stalwart race of peasants, good cheese, fine cattle, and wooden houses.

Take train from here, *and sit on left.* At TŒGERTSCHI, fourth station from Langnau, all the mighty mountains of the Bernese Oberland are in view, the panorama being unique and entrancing.

BERNE (*see* page 202).

Digitized by Google

ANOTHER ROUTE.

80. BY THE BRUNIG (*see* page 235), BRIENZ (*see* page 234), INTERLAKEN (*see* page 218), AND THUN (*see* page 189).

This is by far the more magnificent of the two routes, and much to be preferred, as some of the grandest scenes in the Alps are passed through. Two days, however must be devoted to the journey.

1st day.—Lucerne to Brienz, over the Brünig, either by diligence, private carriage, or on foot. Or this part of the journey may be divided as follows:—

Lucerne to Alpnach by STEAMER...
Alpnach to Giswyle by CARRIAGE...
Giswyle to Brienz, WALK
} An easy day's work, and economical.

2nd day.—

Brienz to Interlaken, STEAMER
Interlaken to Thun, RAIL or STEAMER
Thun to Berne (20 miles), RAIL or CARRIAGE
} Easy day's work. If by rail from Thun, sit on right to Munsingen, thence on left.

81. LUCERNE TO ZURICH.

Three routes:—1st, by ZUG (page 256 — *see* Plan of Rigi). 2nd, by ZUG and HORGEN. 3rd, by ZUG and the ALBIS.

1st.—BY ZUG.

The route to Zug has already been fully described (*see* page 255). Thence the distance by rail is 24 about miles (sit on right). The journey occupies about 2 hours; the fares are: 1st class, 4 f. 5 c.; 2nd class, 2 f. 85 c. The scenery as seen from the train on this route is not particularly striking. Near the station of AFFOLTERN, which is an important village on the ALBIS, there is a *Hydropathic establishment* (spoken well of). It stands in an elevated position above the small THÜRLER LAKE, one of the smallest in Switzerland. Close to are the BATHS OF WENGI.

82. 2nd.—BY HORGEN.

From Zug to Horgen is 13 miles. An omnibus runs once a day, occupying 2½ hours on the journey. The fare is about 5 francs. A 1-horse carriage can be had from Zug to Horgen for 12 francs; 2 horses, 17 francs. Horgen is situated on the LAKE OF ZÜRICH (*see* page 285), and here the steamboat

Digitized by Google

can be taken; time, 2 hours; or, by those who prefer it, the train will convey them to Zürich in less than 1 hour. The journey on foot, however, is strongly recommended, as a bird's-eye view of the lake is obtained. The distance to be covered is about 12 miles, so that it can be comfortably walked in 4 to 5 hours. The road winds up from the valley of the SIHL, which separates the cantons of Zug and Zürich. At the top of the hill is an hotel. Descent from thence to Zürich.

83. 3rd.—BY THE ALBIS.

(2,948.) A diligence runs from Zug to Zürich in 3½ hours. Two-horse carriage, 21 francs. The distance may be comfortably walked in 7 hours. The route is by the post-road to—

BAAR. Hotels: *Krone, Sennhof, Lindenhof.* There is a charnel-house here, where the bones that are taken from the cemetery are kept. Between here and KAPPEL a large stone will be passed, which is said to stand on the spot where *Zwingli the Reformer* met his death during a religious conflict between the Roman Catholics and Protestants, October 11th, 1531 (*see* page 281). Beyond Kappel, on the right, is the hydropathic establishment of ALBISBRUNN, and the next village reached is—

HAUSEN. Hotel, *Löwe.* The Thurler Lake is passed, and the road winds up to the top of the—

ALBIS. Magnificent view, which embraces a vast area of lake and mountain scenery.

This route is decidedly the best of the three, as it affords a greater variety of scenery and some really magnificent views. The panorama as seen from the Albis is of a very imposing character, and has all the attributes of picturesqueness.

Digitized by Google

Digitized by Google

Digitized by Google

84. ZURICH.

Rail routes to :—

1. Berne, *viâ* Brugg and Olten. 81½ miles. 1st, 13 f. 90 c. ; 2nd, 9 f. 35 c.; third, 6 f. 65 c. Time, 3 hrs. 40 m. Four trains to, 5 from.

2. To Baden (in Switzerland). 14½ miles. Fare, 1st, 2 f. 40 c.; 2nd, 1 f. 70 c.; 3rd, 1 f. 20 c. Trains almost hourly.

3. Coire, *viâ* Ziegelbrücke and Ragatz. 73½ miles. 1st, 12 f. 30 c. 2nd, 8 f. 65 c.; 3rd, 6 f. 20 c. Time, 4 hrs. 14 m. Four trains daily.

4. Constance, *viâ* Winterthur. 56 miles. 9 f. 40 c.; 2nd, 6 f. 65 c.; 3rd, 4 f. 75 c. Time, 3 hours. Three trains to, 4 from.

5. Dachsen (*Falls of Rhine*), *viâ* Winterthur. 33 miles. 1st, 5 f. 50 c. ; 2nd, 3 f. 90 c. ; 3rd, 2 f. 75 c. Time, 1 hr. 35 m. Five trains daily.

6. Einsiedeln, *viâ* Wadensweil. 26 miles. 1st, 5 f. 90 c. ; 2nd, 3 f. 85 c.; 3rd, 2 f. 80 c. Time, 2 hrs. 22 m. Four trains daily.

7. Glarus, *viâ* Ziegelbrücke. 43 miles. 1st, 7 f. 20 c. ; 2nd, 5 f. 5 c.; 3rd, 3 f. 60 c. Time, 2 hrs. 26 m. Four trains daily.

8. Landquart, same as to Coire. 67½ miles. Time, 3 hrs. 48 m.

9. Lucerne, *viâ* Affoltern, Zug, and Gisikon. 39½ miles. 1st, 6 f. 70 c.; 2nd, 4 f. 90 c.; 3rd, 3 f. 50 c. Time, 1 hr. 53 m. Six trains to, 5 from.

10. Olten, *viâ* Baden, Brugg. 40½ miles. 1st, 6 f. 60 c. ; 2nd, 4 f. 65 c.; 3rd, 3 f. 30 c. Time, 1 hr. 46 m. Five trains daily.

11. Paris, *viâ* Bâle, Belfort, Troyes. 382 miles. 1st, 73 f. 70 c.; 2nd, 54 f. 35 c.; 3rd, 38 f. 65 c. Time, 14 hrs. 15 m. Two trains daily.

(*Luggage examined at Petit-Croix.*)

12. Ragatz (*see* No. 3). 61½ miles. 1st, 10 f. 30 c.; 2nd, 7 f. 25 c.; 3rd, 5 f. 20 c.

13. Romanshorn. 51 miles. 1st, 8 f. 75 c.; 2nd, 6 f. 20 c.; 3rd, 4 f. 40 c. Time, 2 hours. Six trains daily.

14. Rorschach, *viâ* Winterthur and St. Gall. 63½ miles. 1st, 10 f. 55 c.; 2nd, 7 f. 45 c.; 3rd, 5 f. 30 c. Three trains daily.

15. Schaffhausen. 35½ miles. 1st, 5 f. 95 c.; 2nd, 4 f. 20 c.; 3rd, 3 f. Time, 2 hrs. 44 m. Five trains daily.

HOTELS : *Grand Hôtel Phönix* (good), *St. Gotthard* (good and reasonable), *Baurville* (good), *National* (dear and uncomfortable),

Digitized by Google

Storch (good), *Baur au Lac* (good), *Central*, on the other side of the Limmat; *Stadhof*, opposite station; *Victoria* (good), opposite side entrance to station; *Habis*, close to Victoria; *Hecht*, near the lake, but not well situated; *Du Lac*, looks on to the lake, and is near the Cathedral; *Bellevue*, occupies admirable situation near the lake, but we have no information about the house; *Züricherhof*, opposite Bellevue;—the last four are some distance from the station and close to new bridge over the Limmat; *Schweizerhof* (good), in centre of town and facing lake;—*Limmathof*, *Schwarzer Adler*, *Sonne*, *Krone*, *Schwert*, and *Falke*.

PENSIONS: *Neptun* (at Seefeld, 20 minutes from town), *Weisses Kreuz* (near *Neptun*), *Hauser*, *Cygne*.

CAFÉS and RESTAURANTS: *Kronenhalle*, *zur Meise Saffran*, *Littéraire*, *Tonhalle*, *National*, *Bellevue* (in connexion with hotels of same name).

VELTLINERHALLE. Excellent Valtellina wine.

READING-ROOM at the Museum. Strangers admitted gratis on being introduced by a member.

ENGLISH CHURCH SERVICE in Chapel of *St. Anna*, in Bahnhofs-Strasse.

RAILWAY STATIONS: *Central*, at the north end of town, and 1 mile from the lake. The *Enge* close to lake. There is tramway communication between these two stations.

POST and TELEGRAPH BUREAU in Bahnhofs-Strasse. TELEGRAPH OFFICE also at Central railway station.

STEAMBOATS. These start from the *Wasserkirch*, the *Bauschanze*, and the *Stadthaus Quay*.

BATHS: in the lake, near Bauschanze, for ladies and gentlemen; warm bath, vapour, and *douche* at *Stockers*, in the Mühlgarten.

CABS. For drive of ¼ hour, 2 persons, 80 c.; 3 or 4 persons, 1 f. 20 c. In the evening an extra fee of 10 c. is charged for lamps. From 10 at night to 6 in the morning the fares are double. By the hour, 2 f. 50 c.; 2 horses, 3 f. 60 c.

BOATS ON LAKE, 50 c. the hour; for every person above two, 20 c. a head. Boats with sunshades, 1 f. the hour; men to row, 60 c. per hour each.

History in a Nutshell.

There is indisputable historical evidence that a town occupied the site of Zürich as far back as what is known as the "Gallo-Helvetian Period." As early as the 4th century of the Christian era the town had gained considerable importance, and in the year 498 Diocletian effected many improvements, and caused it

Digitized by Google

to be considerably enlarged; but soon after it fell a prey to the ravages of the Alemannic tribes, and was reduced to ashes, and its inhabitants massacred. It was subsequently rebuilt, however, by the French king, Clovis, and by the 10th century had become so important that it was governed by an imperial prefect, this official being chosen from the ducal house of Zähringen. When this family became extinct, the town was elevated to the dignity of an imperial city by the Emperor Frederick II. In 1327 Zürich allied itself with the Waldstätten for mutual protection. In 1336 a new constitution was created by the First Burgomaster; it was known as the "Thirteen Guilds." This gave great offence to the aristocracy, who formed themselves into a secret society, and hatched a plot known as the *Züricher Mordnacht* (the Zürich night of murder). Upon a given night there was to be a general rising of the nobility, and all the prominent citizens who favoured the constitution were to be massacred. The date selected for putting this plot into execution was the 23rd of February, 1350; but it was discovered a few days before, and the conspirators were ruthlessly beheaded, and all their possessions, which included many magnificent castles, were totally destroyed. After this the town continued to grow in size and importance, and by the end of the 15th century it ranked as the first city in the Confederacy. Next followed the wars of the Burgundians, in which, under the general and statesman Hans Waldmann, Zürich signally distinguished herself; but the unfortunate Waldmann managed to incur the displeasure of some of the citizens, who accused him of high treason; and so he was stripped of his well-won dignities, barbarously tortured, and finally beheaded on April 6th, 1489. With the Reformation came Ulrich Zwingli, who began to lecture in 1519. In 1531, on the 11th of October, a great battle took place near KAPPEL (*see* page 278), between the Roman Catholic cantons united with Lucerne and the Zürich Reformers who had figured so conspicuously under Zwingli, who gallantly led his little band of enthusiasts to battle. He was struck down near Kappel, and as he lay wounded on the ground an Unterwalden soldier, not knowing him, told him to invoke the Virgin on his behalf, but on Zwingli refusing to do this the soldier stabbed him to death.

In 1555 Zürich was filled with refugees from the Tessin, who, being banished on account of their religious opinions, fled here for shelter. It was these refugees who introduced the cultivation of silk, which has continued to flourish ever since. In 1799 the town was the scene of desperate fighting between the

Digitized by Google

French, Austrians, and Russians, and human blood filled the gutters of the streets. On the 6th of September, 1839, a rebellion broke out, owing to Doctor David Strauss, author of "The Life of Jesus," being elected as a professor of theology, and by this rebellion the liberal government was overthrown. The new condition of things did not last long, however, and in 1845 another change took place. Since then the town has made rapid strides. It became the seat of the Confederate Polytechnic School, which offers the highest educational advantages to the youths of all nations. In recent times the town has still further distinguished itself as being the birthplace of that marvellous undertaking the *St. Gotthard Railway* (*see* page 264), for it was in Zürich that the gigantic scheme was planned and put into practical shape. As Geneva is the metropolis of French Switzerland, Zürich is the metropolis of German Switzerland, and is a powerful rival to its sister city on the shores of Lake Leman ; it is also the centre of the Swiss book trade.

The famous navigator *Horner*, speaking of Zürich, said, "I always receive afresh, every time I return, the impression that Europe is the finest part of the globe, Switzerland the happiest country in Europe, and Zürich the most agreeable residence for a cultivated man." An old German proverb says, "God gives to him He loves a house in Zürich."

The town is divided into the *Grosse Stadt* and *Kleine Stadt* by the rapidly-flowing LIMMAT. The total population of the whole borough is upwards of 70,000.

NOTE.—The exhibition in 1885 was held on a space of ground to the left of the railway as you leave the main exit. The Communal Assembly of the town voted 30,000 francs in order that this plot of ground might be turned into a public promenade, and it now affords charming walks amongst beautifully laid out flower-beds. A space has been reserved for the erection of a building for a permanent exhibition.

Sights.

A splendid Bird's Eye View of the Town may be obtained by ascending to the roof of the *Glocken-Thurm* (bell tower) of the **Grossmünster** (cathedral). The best time to see this view is early morning, or when the sun is setting. An enchanting panorama is then unfolded that will linger long in the memory of him who gazes on it. The eye takes in the whole of the beautiful valley of the Limmat, with its hamlets and villages, its golden corn-fields, its rich orchards, its smiling vineyards ;

Digitized by Google

the lake, like a vast sheet of burnished silver, reflects the towns that stud its bank, while on the horizon is the mighty chain of snow-clad Alps, that on a clear morning or evening seem almost unearthly as they catch the gold and crimson fires of the rising or setting sun, and in the evening, after the sun has sunk to rest, the Alpenglüth lingers on the snow, until the mountains, softened by distance and flushed with a delicate tint of rose, appear like the entrance of some beautiful land, such as one only sees in the visions of his most delightful dreams, or has read of in his youthful days in an entrancing fairy story.

Swan Colony at the Münster Bridge. Large palings are fixed in the water as preserves for the graceful birds, which attract crowds of strangers. In winter, great numbers of sea mews take up their quarters here, but they depart at the beginning of spring.

Town Library, close to Münster Bridge. Apply for admission at the shop on the right. The building was once a church, and was called *Wasserkirche,* from the fact of its standing in the water. It contains a large collection of priceless manuscripts. Amongst the books is a Greek Bible that belonged to Zwingli. It is annotated in Hebrew by his own hand. There are also three letters in Latin written by our own unfortunate Lady Jane Grey; and a letter of Frederick the Great. Particularly interesting too, are the maps *en relief* of a portion of Switzerland, and of the Engelberg Thal. Open, 9 to 12 and 2 to 5. Fee, ½ franc; 1 franc admits a party.

The Cathedral. Style, Romanesque of the 11th and 13th centuries. Note the magnificent stained glass windows representing Christ, St. Peter, and Paul. It was in this cathedral that Zwingli began his work; he was born in 1484.

The Kunstgebäude contains a picture-gallery—well worth visiting. Open free on Saturdays and Sundays, from 2 to 4 and 10 to 12 respectively. Admission can be obtained at other times by applying at the *Restaurant* at the back of the building.

Polytechnic. Erected in 1861. Fine mineralogical, zoological, and archæological collections. The *terrace* commands a fine view of the town and surroundings.

The Hohe Promenade. A splendid avenue of lime-trees. Views very fine; should be seen when the sun is setting.

St. Peter's Church. Celebrated for its electric clock, that boasts of a dial 29 feet in diameter. *Lavater* was pastor here for 23 years. He died in the year 1801. His celebrated exclamation, *Zürich, thy alms maintain thee,* has become a proverb; the words were uttered on the occasion of a tremendous inundation at Küssnacht, in 1778, on which occasion Zürich gave large sums of money to the ruined families. The town has always been noted for its liberal handed charity.

The Botanic Gardens. In the gardens is a bastion of some old fortifications. It is called the **Katz,** and commands a magnificent view: *should be seen.*

Collection of Armour in the New Arsenal. Contains a bow reputed to have belonged to William Tell. Also the sword, coat of mail, and helmet, of

Digitized by Google

Zwingli. The collection is very interesting, and should be visited.

Bauschanze. Once a water bastion, erected in 1660, now the landing-place for steamers. There are seats shaded with chestnut-trees; fine views of the lake and mountains are obtained.

Park, to the left of the Town-hall. Concerts are given here every Sunday afternoon during the summer; it is also the scene of a curious old custom. At the approach of spring the bells of the town are rung at 6 o'clock. This is called *Sechseläuten-Fest;* then the youths of the town collect in the park, and in a huge bonfire burn an allegorical representation of winter, called *Bogg.*

Silk Manufactory of Mr. G. Henneberg. Well worth a visit. The house is noted for its celebrated silk goods, which are sent to all parts of the world.

Museum. This is a library, and literary institution. It was erected in 1868 by the Zürich "Reading Society." It contains newspapers and periodicals of all countries. There are 15,000 volumes and 10,000 pamphlets. Foreigners are admitted gratis for a month on being introduced by a member.

The Künstler-Gütli, in the *Künstler-Gasse* (the Artists' Street). It is the club-house of the Zürich Society of Artists. A splendid collection of paintings and drawings, also many volumes of the *Malerbuch* (Painters' book). Up to a recent period every new member was obliged to furnish an original drawing to this book. Admission can be obtained by card from a member.

Walks.

To the Belvedere, on the Zürichberg. Over 2,000 feet above the sea. View magnificent, embracing the Alps from the **Säntis** to the **Silberhorn.** The Zürichberg is beautifully laid out, and is abundantly supplied with seats. The Belvedere can be reached in about 1½ hour.

The Waid, above the village of **Wipkingen.** Fine point of view. Can be reached in 1 hour, or by carriage in ½ hour.

To the Sihl Wood, on an island in the river **Sihl,** near the last-mentioned village. There is a shooting-gallery here belonging to the Zürich Rifle Company.

Excursions.

Uetliberg (2,864). *Hôtel and Pension Uetliberg.* Distance from Zürich, 5 miles to south-west. It may be reached by train; the station is at **Selnau,** on the south-west side of the town. To reach it from main station, go down Bahnhof Strasse to *Parade Platz,* take the turning on the right at the bottom of the Platz, and then the second turning on the left. The railway, which is on the Rigi principle, was opened in 1875. It ascends the mountain in 30 minutes. Fare, 2 francs up; 1 f. 50 c. down; return tickets, 3 francs. The gradient of the line is 7 feet in 100. Near the top is a monument to the memory of Frederick Dürler, who was killed while descending the mountain in the winter of 1840. The view from the summit is most enchanting, and the air wonderfully bracing.

To the Albis-Hochwacht. Take the train to summit of the Uetliberg. Thence, in 2 hours on foot by the ridge of the mountain to the Hochwacht, which

Digitized by Google

means the "Sentinel of the Albis." View is grand in the extreme, and quite different to that from the Uetliberg. Descent can be made by a well-defined path to the Sihl Valley, passing through the beautiful *Sihl Forest* to **Thalweil**, where steamer or train can be taken back to the town.

85. THE LAKE OF ZURICH.

1,341 feet above the sea. Its length is 26 miles, and its greatest breadth, viz., between *Stäfa* and *Richtersweil*, is 2½ miles; its maximum depth is about 500 feet. It was *Klopstock*, the great German philosopher, who exclaimed in ecstasy after an excursion on the lake in August, 1750, "Schön ist, Mutter Natur, deiner Erfindung Pracht Auf die Fluren verstreut" ("Mother Nature, how beautiful is the glory of thy creations scattered over the land"). Without in any way approaching to grandeur, the beauty of the scenery is very marked, and the smiling vineyards and pretty villages that line the banks lend a peculiar charm of rest and peace to the picture. The lake is fed by the LINTH, and drained by the LIMMAT. Several steamers ply daily between Zürich and RAPPERSWYL at the opposite end. The boat first touches at—

NEUMUNSTER.

This is a pretty suburb of Zürich, and has a charming little church, sweetly situated.

We now cross to BENDLIKON, and then make our way past—

RÜSCHLIKON.

A quarter of an hour's drive from this place, and 300 feet above the lake, is a small bathing establishment called NIEDELBAD. It lies on a plateau at the foot of the Albis Range. There is a weak sulphur and iron spring, and two hotels, the *Kurhaus* and the *Belvoir*—the latter commands the best view. Pension can be had for 6 to 7 francs a day.

THALWEIL.

Hotels: *Krone* (close to the lake), *Adler*. A very pretty village, with an old church, from which is a magnificent view.

HORGEN.

(*See* page 277.) Hotels: *Schwan, Krauss, Löwe*. A charming little town, with many handsome houses, the residences of the silk-manufacturers of Zürich. The place is noted for its orchards and vineyards.

Zug can be reached from here in 2 hours by diligence, leaving at 8 in the morning. Carriage to Zug, 1 horse, 14 francs; 2 horses, 22 francs.

Opposite, on the north bank, is—

Digitized by Google

MEILEN.

Hotels: *Löwe, Sonne.* It was here that in 1854 the first remains of Lacustrine dwellings were discovered. These remains consisted of stone utensils, fighting weapons, wooden piles, and bones; and they had evidently belonged to a prehistoric age, when man made his dwelling on piles driven into the bed of the lake. These dwellings were common to all the Swiss lakes.

WADENSWEIL.

Hotel, *Engel.* An important village. Railway to EINSIEDELN (*see* page 260), and diligence to Zug in 3 hours. It starts in the morning; fare, 2 f. 20 c.

RICHTERSWEIL.

Hotels: *Drei Könige, Engel.* An important village; railway station close to landing-place. Einsiedeln can be reached in 3 hours by diligence, and thence to Brunnen or Lucerne.

Cross Route and Ascent from Richtersweil.

To Hütten. Hotels: *Bär. Kreuz.* Carriage, or on foot in 2 hours. This is a prettily-situated village, overlooking a small lake. the whey cure is practised, and in the summer there are a great number of visitors. From Hütten, ascend the **Gottschallenberg** (3,790); magnificent view. The small lake, **Egeri-See,** is at the foot of the mountain. The descent can be made by this lake, and Zug reached in 3 hours. A guide desirable.

Crossing the lake, and passing the island of AUFNAU, on which there are a church and several houses, we reach—

RAPPERSWEIL.

Hotels: *du Lac, Cygne, Freihof* (all very fair). Town of nearly 3,000 inhabitants. An old castle, the church, and monastery; each worth visiting. Close to the monastery there is a hill planted with lime-trees, from which an imposing view is obtained. There is a bridge here, which crosses the lake to HURDEN. It is called the SEEDAMM, and is 1,030 yards long by 12 yards in width. It is built on piles, and replaced an old wooden bridge that was erected in 1350. One end is a swing bridge, which opens to admit of the passage of the steamer which crosses the lake to LACHEN railway station, where there are some baths, called the BATHS OF NUOLEN. It next steers

Digitized by Google

to the last place on the lake, SCHMERIKON, where the Linth enters and the lake ends.

From Rappersweil, RAGATZ can be reached by train.

In the winter of 1879-1880 the Lake of Zürich was entirely frozen over, being the first time for 50 years. The editor had the good fortune to be present on the ice one day when excursion trains had been run from different parts of the country, and he enjoyed the rare spectacle of seeing nearly 150,000 persons amusing themselves on the lake at one time.

86. FROM ZURICH TO RAGATZ AND COIRE.

There is a railway on both sides of the lake. That on the left, from Zürich, goes *viâ* Richtersweil and Ziegelbrücke. The line is a long way from the lake, and is somewhat monotonous. The line on the right bank (south) skirts the lake, and is the pleasanter of the two. It is called the "Ligne du Lac." Travellers by this line, however, if going to Ragatz or Coire, sometimes have to change carriage at ZIEGELBRÜCKE (the Bridge of Bricks). It should be noticed if the label on the carriage says "Chur"; if so, there is no change. By far the best way is to take the steamer as far as RAPPERSWEIL, timing yourself so as to catch the train there. The journey by the steamer is 2 hours. Soon after leaving Rappersweil the train runs parallel with the—

LINTH CANAL.

The Linth has its rise in the Glarus Valley, and in years past was a source of terrible destruction to the neighbouring villages, and, owing to the débris that was brought down by the impetuous torrents, the bed of the stream became dammed, and the waters spread over the fertile plains lying between the Lakes of Zürich and Wallenstadt, converting them into dangerous and deadly swamps. In 1807 a scheme proposed by *Conrad Escher*, of Zürich, was commenced, and a deep canal was cut. The works were in progress for 15 years, and cost nearly 2,000,000 francs. The scheme was perfectly successful, and the plains were soon again covered with smiling villages. For this great service Escher and his descendants were ennobled with the title of *Von der Linth*.

ZIEGELBRÜCKE is a junction, and people who have come by the south bank change carriages here. The train, on leaving the station, passes under a bridge, and in a few minutes reaches—

WESEN (45 miles from Zürich). Hotels: *Zum Speer* (good, close to station), *Schwert* (delightfully placed close to the lake),

Digitized by Google

Sonne, *Adler*. Pension, *Rössle*. The village is beautifully situated at the west end of the Lake of Wallenstadt. The valley which opens on the right is the Linththal (*see* page 295).

Ascent from Wesen.

The Speer (6,400). Time, 5 hours. Guide not necessary, as the route is indicated by finger-posts. The road commences sharp to the left by the church. The ascent is steep in parts, but presents no difficulties. In 2½ hours we gain **Ober-Käsern Alp**, where there is an auberge, called the *Hohen Speer*. View obtained from the summit is very fine indeed.

On leaving Wesen be sure to sit on the left-hand side of the carriage for view of—

LAKE OF WALLENSTADT.

Length, 13 miles; breadth, 2½ miles; depth, 500 to 600 feet. This lake, which, comparatively speaking, is little visited, is sternly magnificent, and when seen at sunset it is a picture that is at once weird and sublime. The north side is walled in by stupendous precipices, many of them rising vertically for 3,000 feet. So inaccessible is this side, that man has been unable to find a lodgment save in one sheltered recess, where there is a tiny village called QUINTEN. Numerous waterfalls pour over the rocks, several of them, after heavy rain, being very imposing. The character of the surroundings is altogether sternly romantic. The tops of the precipices are splintered into fantastic *aiguilles*, and their faces are wrinkled with many a mighty rent that in places goes from base to summit. The railway skirts the lake, but the line is carried through many tunnels, though the intervening spaces afford ample opportunity for viewing the wonderful scenery. The next station reached is—

MÜHLEHORN. There are two fair hotels here, the *Tellsplatte*, and the *Seegarten* on the lake, and the traveller who has the time to spare should spend a day and explore the neighbourhood.

Excursion from Mühlehorn.

To Mollis. Distance, 9 miles. A guide is not required. The road cannot be missed. At its highest part it affords an entrancing view of the lake, and of its stupendous cliffs. If you are going on to Ragatz or Chur, you might arrange to see this view, and proceed to your destination by a later train. 3 hours, there and back (by carriage), would suffice.

MURG is the next station. Hotels: *Schiffli*, *Kreuz*, *Rossli*. The village is close to the lake, and at the entrance to the

Digitized by Google

MURGTHAL, which is well worth a visit, and with it can be combined an ascent of the ROTHTHORSTOCK (8,300). The ascent begins at the highest of the three MURG LAKES (6,000). A guide should be taken from this point; but, as there are no regular guides, a herdsman may be obtained for a few francs. The view from the summit is singularly striking, and embraces a vast panorama. This excursion is little known, and we strongly recommend it. From 7 to 8 hours should be allowed to gain the summit and return to Murg.

WALLENSTADT is the next station of importance. Hotels: *Seehof*, *Churfirsten*, *Hirsch*. The view of the lake here is very fine, and looking back we command almost its whole length.

Excursion from Wallenstadt.

To the Alps Lösis and Büls, and Schrienen Alp. Time, about 6 hours. Guide necessary; fee, 8 francs. This excursion is well worth taking, as the whole route is replete with wild scenery and magnificent views.

Cross Route.

To Wildhaus in the Toggenburg (*see* pages 298, 363). Time, 7 hours. Guide required, 10 francs. This is a very fine route, and we strongly recommend it. It is hardly known to the generality of tourists. Guides can be obtained at Wallenstadt. Another route is by the Sattel to the East of the **Rossboden**. This is perhaps the better of the two. Time and fee for guide about the same.

From Wallenstadt the train passes through the valley of the SEEZ. Soon after leaving Wallenstadt a ruined castle, standing on a rock on the right, will be noticed. It is called GRÄPLANG. It was once the home of the family of Tschudi of Glarus. Opposite, and near the station of FLUMS, is the Church of St. Georgen, which is used as a pilgrimage station. It stands on a rocky height.

MELS. Hotels: *Melserhof* (fair), *Krone*.

Ascent from Mels.

The Alvier (7,744). Time, 6 hours. Guide, 8 francs, not absolutely necessary. The path begins at the station, and rises for 3 hours to **Alp Palfries** (5,300), where there is an hotel. On leaving here the road becomes rougher, but cannot be missed. It rises over steep slopes to a rent in the rocks, up which steps are cut. You ascend these steps to the summit, where there is an *auberge* with beds. The view is very grand.

Digitized by Google

Excursion from Mels.

To Weisstannen. Distance, 8 miles. Carriage-road all the way. At Weisstannen, which is a considerable village, engage a guide, and proceed to the summit of the **Heidelpass**, which lies between the **Scezberg** (8,300) and the **Heidelspitz** (8,607). View embraces the **Sardona Glacier**, which is very grand, and the **Trinserhorn** and **Ringelspitz**. By driving to Weisstannen (1 horse, 7 francs) this excursion may be made in 7 to 8 hours.

NOTE.—From Weisstannen ELM (*see* page 293) can be reached by the Foo Pass in 7½ hours. It is fatiguing however, and does not repay.

SARGANS. Junction for Rorschach and Lake of Constance (*see* page 363). This town was totally destroyed by fire in 1811. The mountain above the town is the GONZEN (6,000).

COIRE (80 miles from Zürich) can be reached by train direct from Sargans.

In 5 miles from Sargans we arrive at—

RAGATZ.

(1,520.) Hotels: *Schweizerhof* (good), *Krone*, *Quellenhof* (good), *Hof Ragatz* (good). Hotel and pension: *Lattmann*, *Friedthal*, *Freieck*, *Kraft*, *Schäfle*, *Rosengarten*, *Post*, *Schedler*.

Restaurant at the Kursaal.

Telegraph Bureau opposite *Hôtel Krone*.

Omnibus between station and town; fare, 75 c.; luggage, 25 c. each package.

Baths: Neubad (with swimming), Helenenbad, and Dorfbad (all good).

The village, which contains less than 2,000 inhabitants, is magnificently situated on the TAMINA, and it owes its popularity to the warm springs which rise in the TAMINA GORGE, 3 miles off (*see* next page). The water is conveyed by means of pipes to Ragatz. The annual number of visitors is said to be as high as 70,000. Each person pays a tax of 3 francs a week. At the back of the *Quellenhof* is the KURSAAL and garden. A band plays twice a day. There are reading and billiard-rooms in connexion with the Saal. There is also a TRINKHALLE, and a whey cure establishment. In the immediate neighbourhood is the CASTLE OF FREUDENBERG. The village is well provided with shops, and offers every advantage for a prolonged stay the air being pure and bracing. 3 miles from Ragatz is—

Digitized by Google

BAD-PFAFFERS.

This is one of the most wonderful spots in the Alps, and, though in many respects resembling the GORGE DU TRIENT (*see* page 106), it surpasses it in weird grandeur. There is a carriage-road all the way, but it is safer to walk. In winter this road is almost invariably partially destroyed by avalanches and falling rocks; but there is no danger from these destructive forces in the summer months, excepting during or after heavy rains, when masses of stone sometimes come down. The path, which is narrow, rises along the margin of the rocks that wall in the roaring river. At every few yards the scenery becomes more gloomy and grand, and the river seems to rush with savage fury at the projecting precipices that drop down sheer. In one part a tremendous buttress of rock is pierced for the road to pass through.

The BATH-HOUSE, which is an old but extensive building, is erected between walls of rock at the mouth of the GORGE, which it completely blocks up. In the height of summer the sun only shines in this spot for about six hours a day. The hotel affords excellent accommodation, and the charges are reasonable. The house is principally resorted to by invalids, who come to bathe in and drink the waters at their source. The springs rise at a temperature of 97° to 100° Fah. They are perfectly clear, but free from taste and smell (*see* our special article on "Baths and Springs," page 90). To visit the springs a ticket is necessary. It costs 1 franc, and is obtained at the bath-house. Waterproof cloaks and umbrellas are advisable. The pathway is built of wood, and, hangs over the rushing river. The rocks overhead meet, and there is an infernal weirdness about the place that is almost appalling, the effect being enhanced by the semi-darkness. At the end of this gallery there is a cavern in which the waters bubble up. The temperature of the place, however, is so high that it cannot be endured for more than a few minutes. In former times, before the wooden path was built, the country people who wished to drink the water were lowered down to the cavern by ropes, through an opening in the rocks above.

Those who do not intend to stay at Ragatz may visit the Gorge, and get back to the station again within 4 hours; much quicker by carriage.

The VILLAGE OF PFÄFFERS (2,724). Hotels: *Adler*, *Löwe*, *Taube*. 2½ miles from Ragatz. It may be reached from the Bath-house in 2 hours by crossing the Tamina by means of a bridge called the BESCHLUSS, above the springs. In ½ an hour

Digitized by Google

a restaurant is reached; here the road divides. The right leads to VÄTTIS, the left to PFÄFFERS. The village is splendidly situated, and a few days may profitably be spent here. Good guides for ascents are always at hand.

Excursions from Pfäffers.

Valens (3,041). Reached in 1 hour. Fine view.

Wartenstein, a romantic ruin on a hill, from which a beautiful view is obtained. Time, 1 hour.

Ascents from Pfäffers.

The Vasannenkopf (6,690). Time, 4 hours. Guide not absolutely necessary, but better to take one. Fee, 6 francs.

Monte Luna (7,927). Time, 6 hours. Guide desirable.

Piz Sol (9,300). Time, 6½ hours. Best from **Valens.** Guide necessary. A splendid excursion.

Piz Alun (5,000). Time, 3 hours. Guide not necessary, except for perfect novices. A boy should be engaged at Pfäffers to point out the way, which runs past the village of **St. Margaretha,** where a guide can be engaged if you require one. The view is very fine, and embraces nearly the whole of the Rhine Valley.

All the above-mentioned ascents can be made from **Ragatz,** though the time occupied would be longer.

Cross Route from Ragatz.

From Ragatz to Reichenau (*see* p. 306) **by Kunkels Pass** (4,490). Time, 9 hours. There is a carriage-road as far as **Vättis.** Two hotels. This is a curious village, standing at the mouth of the **Kalfeuser Thal,** in which the *Tamina* rises. This Thal is very little known, and well repays a visit. An hour's divergence from Vättis will suffice to visit it. Two horses, 20 francs. From Vättis a new road has just been opened, which is practicable for mules.

ROUTE TO COIRE (*continued*).

Soon after leaving Ragatz, the train reaches MAYENFELD, a considerable village with a very ancient square church tower. We next arrive at LANDQUART, where the diligence route for Davos Platz commences (*see* Map, and page 324). Landquart is merely a post station. Hotel: *Landquart* (which offers rude accommodation), close to the station, and about 10 minutes further, *Hôtel Reudi.* In 20 minutes more we reach the terminus of the line.

COIRE (*see* page 307).

Digitized by Google

ZURICH TO GLARUS AND STACHELBERG.

By steamer to Rapperschweil (*see* page 286); thence, train to Wesen (*see* page 287), in 1 hour. By rail to Glarus from Wesen in ½ hour, or direct to Glarus by train from Zürich by the Ligne du Lac.

On the way we pass NÄFELS, which is 15 miles from Lachen. It is historically celebrated for eleven successive defeats sustained by the Austrians in 1388. The battles were fought in the RAUTIFELDER close by, and eleven stones mark the spot. On the second Thursday of every April, Näfels fêtes and feasts in honour of the victories.

GLARUS (*see* page 258).

87. ELM.

(3,215.) This village was almost entirely destroyed in the month of September, 1881, by a tremendous landslip from the Risikopf, by which 115 lives were lost. The remaining portion of the village being threatened by another fall, the Federal Government, in November, 1881, ordered the mountain to be bombarded, with the view of causing the overhanging portion to fall on the side opposite the village. A gun was accordingly placed in position, and for several days the mountain was battered, but owing to the small calibre of the gun no appreciable effect was produced, and heavy snow storms setting in put a stop to the work. A commission, appointed by the authorities of Glarus to value the damages caused by the catastrophe at Elm, estimates the loss to private owners by the destruction of meadows and pastures at 360,000 francs, and by the destruction of forests and houses at 650,000 francs. The loss sustained by the commune is computed to amount to 600,000 francs, without reckoning the indirect losses arising from depreciation of property and partial damage to buildings and land. These figures imply almost complete ruin for the inhabitants of the valley. The amount collected for their relief is about 150,000 francs, and the canton reimburses 6 per cent. on the amount of their losses.

The rift in the Risikopf widened 1½ mètre and deepened 70 centimètres between the end of December, 1881, and the end of May, 1882. The movement of the part that threatens to break away is eastward—that is to say, away from Elm. In appearance the condition of the Risikopf has altered little

Digitized by Google

during the winter; nevertheless, the head of it is sinking constantly, if slowly, backward and downward. In the first half of June the rift widened 8 centimètres. On the evening of June 10 a mass of rock, "big as several houses," fell from the upper part of the mountain, and lodged among the *débris* of the first earth-slip. The din it made was tremendous, and, being heard as far as Matt, gave rise to a report that the entire Tschingelalp had fallen asunder. Continual avalanches of stones made night hideous, and all the people of the village left their houses. By sunrise the valley was once more tranquil. The appearance of the mountain showed that two masses of rock had broken away. From the gaps they had left the contents of these masses were estimated at "several thousand cubic mètres,"—hardly a hundredth part, it is computed, of the whole mass of the impending earth-slip. It is impossible to determine beforehand either the time when the *Bergstürz* will come to pass or the direction which the falling mass will take. Much depends upon the weather. Meanwhile, although the people of Elm watch the mountain with extreme solicitude, and are always ready for temporary flight, they show no disposition to leave their homes for good. A new course has been made for the Sernf, into which so much rubbish fell the year before last, and roads have been opened over the *débris* to the meadows and mountain pastures that lie beyond it. Snow-ploughs were brought into requisition to push the rubbish aside —where it was not too deep—so as to lay bare the cultivated ground underneath; new barns and shippens have been built to replace those that were destroyed. The village has now been entirely rebuilt.

Elm has long been a favourite resort of mountaineers, as there are many splendid ascents to be made in the neighbourhood. The principal of these are: the KÄRPFSTOCK (9,100), the VORAB (9,900), and the HAUSSTOCK (10,379). Time for each, 10 hours. A good guide is required; fee, about 20 francs. Also the TSCHINGELSPITZ (10,371), the SAURENSTOCK (10,100). These two last are very difficult. Time, 12 to 14 hours. Guide, 35 francs (rope and axe).

Cross-Route.

By the Panix Pass (7,900) **to Ilanz** (*see* page 306). Time, 10 to 11 hours. A good guide is imperative, as the route is difficult.

NOTE.—A carriage road is to be constructed over this pass.

Digitized by Google

From Glarus there is a new line of railway (opened in 1879) to LINTHTHAL. The ascent is 1 in 50. On the way we pass MITLODI, from which a splendid view of the TÖDI group is obtained. The scenery is very grand throughout the journey, but it is needless to say it cannot be seen to advantage from the train, so we recommend travellers to walk—they can perform the journey to Baths of Stachelberg (*see* below) in 3 hours.

SCHWANDEN. Hotel, *Adler* (good). Stands at the junction of the Sernf and Linth Thals. 2½ miles from here is BETSCHWANDEN-DIESBACH, where there is a fine waterfall to be seen.

The BATHS OF STACHELBERG (2,200). Situation charming. Hotel is very comfortable; crowded in summer. (For description of the springs, *see* article on Baths and Springs, page 93).

Stachelberg offers every inducement for a prolonged stay, and the excursions and ascents are numerous. There are a great many able guides, who are organised by the Swiss Alpine Club, and have a fixed tariff. It is a particularly favourable starting-point for ascents in the TÖDI region. Some of these we enumerate in order in the following pages.

Ascents from Stachelberg.

Braunwald Alp (4,950) Time, 4 hours. Guide (not absolutely necessary), 7 francs. Splendid view of the Tödi.

The Kammerstock (6,943), 5 to 6 hours. Guide desirable, 8 francs. View very fine.

The Grieselstock (or Böser Faulen) (9,300). Time, 7 to 8 hours. Guide necessary, 10 francs. Splendid view.

The Silberstock (8,900). Time, 7 to 8 hours. Guide necessary, 10 francs. The work is trying, but the view is grand in the extreme.

The Gemsfayrenstock by the Clariden Glacier. Time, 4 to 5 hours. Guide, 6 francs. This is a beautiful excursion, and may be easily accomplished.

Excursions from Stachelberg.

To Linththal. Distance, 1 mile. Hotels: *Adler*, *Rabe*, *Bär*. A beautifully-situated village. Close to the road is a monument to *Frederick von Dürler* (*see* page 284). He was an enthusiastic mountaineer, and, having explored the difficult region of the Tödi, and ascended its highest mountains, he was killed on the Uetliberg, near Zürich, while descending it in the winter of 1840.

The Linth Valley is generally called the **Gross Thal**, in contradistinction to the **Klein Thal** (Sernfthal) (*see* page 259). There is an excellent char-road from Linththal to **Zum Tödi**, where there is a whey cure establishment. Carriage, 1 horse, 8 francs; 2 horses, 12 francs. If the carriage is kept the whole day, the fares are 14 and 22 francs respectively. These fares are from Stachelberg.

Digitized by Google

Excursions from Linththal.

To Pantenbrücke. Can be walked in 1½ hour. On the way a tablet inserted in the rock will be noticed soon after leaving the *Hôtel Tödi*. It was put up to the memory of a Dr. Wislicenus, who, in August of 1866, made the ascent of the **Grünhorn** without a guide. In coming down he lost his footing, and, falling over a precipice, perished. The Pantenbrücke is a bridge, 173 feet above the brawling Linth. The surroundings are of the grandest description. The excursion ought not to be missed. From here the journey can be continued to—

The Upper Sandalp (6,400). A guide, except for the totally inexperienced, is not necessary. If one is taken, he should be engaged at Linththal. The views are marvellously grand, and should certainly be seen. Time required, about 5 hours. There are chalets on the Sandalp, where refreshments can be obtained in the height of summer.

ASCENT OF THE TODI.

(Called in Romansch, *Piz Russein.*) (11,900.) This is a magnificent mountain, and commands a wonderful panorama. It is the most remarkable peak in the Tödi region, which is also known as the BÜNDNER OBERLAND, and embraces the whole of the VORDERRHEINTHAL (*see* page 302). The group comprises two chains of mountains which are the northern barriers of the Vorderrheinthal; on the west they enclose the Maderaner Thal (*see* page 270) and its glens; and on the east the upper portion of the Linththal. Amongst the group there are four summits over 11,000 feet, the Tödi being the highest. Up to the end of last century the summits of all these peaks were virgin, and there was only one glacier pass across the chain that was known, and that was the SANDGRAT. *Placidus a Spescha* was the first man to attack the mountains. He was a native of the Vorderrheinthal, and was born in 1752. In his youth he was simply a goatherd, but he became an eminent scientific man; subsequently, a monk, an author, and an enthusiastic mountaineer. He made many attempts to gain the summit of the Tödi, one of these attempts being in the year 1784. His final attempt on the Tödi was on the 1st of September, 1824, when he was over 70 years of age, and, though he did not succeed in reaching the summit himself, he sent on two guides who were with him, and they seem to have gained the final peak. Many attempts were made after this, and on the 17th of July, 1834, some peasants from the Linththal, by a determined effort, succeeded in reaching the summit, according to their own account, though there are many

Digitized by Google

reasons for thinking that their statement was untrue. On the 10th of August, 1837, however, the summit was undoubtedly reached by three peasants, who constructed a cross of their alpenstocks, and planted it in the snow on the crest, where it was seen from the valley.

The time required for the ascent is fully 14 hours; two first-class guides are indispensable, and the fee is 40 francs each (rope and axe needed). The usual route is from the Sandalp, though it has been ascended by two or three other routes. The first stage gained is the GRÜNHORN HUT, erected by the Swiss Alpine Club; 4 to 5 hours at least are required to reach this; then in 3 to 4 hours to the summit. The work throughout is of a very difficult character, and cannot be undertaken by novices. A *dangerous* passage, called the SCHNEERUNSE, has to be traversed. It is frequently swept by tremendous avalanches of ice and stones, and the utmost caution and vigilance are required. It is true that a new way has recently been discovered, by the *ice fall*, but it is doubtful whether it has any advantages to recommend it. The view from the summit is wonderfully grand. Descent can be made to DISENTIS (*see* page 302). In that case guides require 12 francs each extra.

Cross Routes from Linththal.

To Disentis by the Upper Sandalp, the Sandfirn, and the Sandalp Pass (9,100). Time, 12 hours. Guide, 30 francs. Difficult (rope and axe).

To the Maderaner Thal by the Clariden Pass. Time, 9 hours. Guide, 18 francs. Exceedingly fatiguing, but full of interest.

To Ilanz by the Kisten Pass (8,510). Time, 12 to 13 hours. Guide, 30 francs. Very difficult, but splendid.

88. TO ALTORF (*see* page 261) BY THE KLAUSEN PASS (*see* page 262).

NOTE.—A new carriage road is to be constructed over this pass.

From Stachelberg there is a mule-track. Horse and man, 26 francs. Time, 12 hours. The splendid FÄTSCHBACH FALLS are passed, and in 5 to 6 hours the summit of the pass (6,189) is reached. It is bleak and cold. Wraps are needed The descent is more magnificent than the ascent, and fine views of the WINDGELLE are obtained. At the village of AESCH (hotel, *Stäubi*) there is a pretty waterfall, called the STÄUBI. We now pass through the SCHÄCHENTHAL, and reach OBER-SPIRINGEN. To the west of this is the historically-celebrated KINGIZ KULM PASS. It was by this pass that the Russian

Digitized by Google

general, Suvaroff, retreated with 23,000 men, in 1799. After crossing a stone bridge we reach BÜRGLEN (*see* page 262), and from thence to ALTORF in ½ an hour.

89. FROM ZURICH TO HAAG AND BUCHS, IN THE RHINE VALLEY, BY THE TOGGENBURG.

Train to *Wyl* in 2 hours. Thence, by another train, in 1 hour to *Ebnat;* thence by diligence in 5 hours (fare, 4 f. 80 c.) to *Haag* or *Buchs.*

WYL (on the Winterthur and St. Gallen Railway). The train passes from here through the valley of the THUR (known as the Toggenburg).

It formerly belonged to the Counts of Toggenburg (hence its name). When they became extinct, the valley was sold to the Abbots of St. Gallen. In course of time, however, the population embraced Protestantism, and their rights and privileges were, in consequence, violated by the Abbots. This led to a rising known as the *Toggenburg War.* All the Roman Catholic cantons joined issues with St. Gallen, while the Protestant cantons espoused the cause of the Toggenburgers. Nearly 200,000 men were engaged in the struggle, which culminated in a crushing defeat for the Catholics at VILLMERGEN, in the AARGAU, in July, 1712. Peace was signed at AARAU, and the Toggenburgers regained all their ancient rights. During this war Wyl suffered greatly.

The best way to see the scenery is to drive between Wyl and Wattwyl. Time, 2½ hours. Carriage and pair, 15 francs. Train can be regained at Wattwyl for EBNAT-KEPPEL (3 miles), the terminus of the railway.

WATTWYL is a very pretty village, with a nunnery and ruined castle.

At Ebnat you get the diligence. The distance to Haag is about 20 miles. If you are a good pedestrian, it is better to walk.

NESSLAU. Hotels: *Krone, Traube.* The SPEER (*see* page 288) can be ascended from here.

The scenery becomes wilder from this point, and the road passes the WEISSE THUR WATERFALL. In 10 miles we reach—

WILDHAUS (3,639). Hotels: *Sonne, Hirsch.* Celebrated as being the birthplace of the reformer, Zwingli, who first saw the light January 1st, 1484. The wooden house in which he was born still stands at the entrance to the village. The Roman Catholic church has its roof so constructed that one side throws off the rain into the THUR, the other side into the RHINE. The village stands at the foot of the SCHAFBERG (7,800), and about ½ a mile further we obtain an imposing view

Digitized by Google

of the seven peaks of the CHURFIRSTEN. We name them in order :—LEISTKAMM (6,900), SELUN (7,253), FRÜMSEL (7,441), BRISI (7,480), ZUSTOLL (7,336), SCHEIBENSTOLL (7,560), and the HINTERRUCK (7,530).

Soon the road commences to descend in long windings to the Rhine Valley, and we reach—

HAAG (rail from here to FELDKIRCH (*see* page 352) ; distance, 7 miles, from whence the TYROL can be easily reached).

BUCHS (2 miles from Haag).

90. ZURICH TO RORSCHACH (*see* page 359) AND CONSTANCE (*see* page 363).

There are two ways of reaching the LAKE OF CONSTANCE from Zürich.

1st.—By train to Romanshorn, 52 miles (*see* below), on the south side of the lake ; time, 3 hours. Thence by steamer to either Rorschach or Constance; or the train can be taken direct to Rorschach, 63 miles ; time, 4½ hours.

2nd.—By train to Schaffhausen (including visit to the Falls of the Rhine). Thence by steamer to Constance. This is a most interesting route, and especially suitable for those tourists who have not seen the Falls.

91. FROM ZURICH TO FRIEDRICHSHAFEN

(*Lake of Constance*).

Rail to Romanshorn as above. Thence by steamer across the lake in 1 hour. Fare, 1 *mark* (shilling) 80 *pfennings* (eightpence).

First station of importance is—

WINTERTHUR. Hotels : *Adler, Krone, Lion d'Or.* Several restaurants. The town stands on the EULACH. It is busy and wealthy, and has a population of 12,000. It formerly was under the sway of the Austrians, but has belonged to Zürich since 1467. From here the train runs through the very pretty CANTON OF THURGAU, the capital of which is—

FRAUENFELD. Two hotels. A small town on the MURG. All the inhabitants are occupied in cotton-spinning. There is a very fine castle, dating back to the 11th century. Several small stations are now passed, the scenery being rather English in its character, and at the end of three hours we arrive at the town of—

Digitized by Google

ROMANSHORN. Hotels: *Post*, *Schiff*, *Bodau*. The town is built on a peninsula in the Lake of Constance, and is very charmingly situated. Trains and boats correspond.

FRIEDRICHSHAFEN (*see* page 360).

92. ZURICH TO ST. GALL.

Train to Winterthur, by the way described in preceding route; thence, to WYL (*see* page 298; cross route for TOGGENBURG, *see* page 298). On leaving Wyl we cross a *trellis bridge*, 485 feet long. It spans the river THUR and the valley, and is a wonderful piece of engineering skill. We pass FLAWYL station, and cross the GLATT River and Valley by another bridge, 387 feet long and 123 feet high. Then we reach—

WINKELN. Small village, and junction for APPENZELL route; also to HEINRICHSBAD, where there is a *Kurhaus*, chalybeate springs, whey cure. The line, which is called the *Appenzeller Bahn*, is the narrowest gauge in Switzerland.

We next cross another noble bridge, spanning the valley of the SITTER, close to BRUGGEN. The bridge is 600 feet long and 234 feet high. Having traversed the bridge we enter—

ST. GALL.

German, *St. Gallen* (2,169). Hotels: *Hirsch*, *Linde*, *Schiff*, *Hecht* (all good), *Ochse*, *Bär* (two latter unpretentious, but comfortable).

Cafés: *National*, *Trischlis*, *Lochlibad* (good beer).

Baths of all kinds at the extensive establishment of Dr. Seitz.

Post-office opposite railway station.

St. Gall is one of the highest towns in Europe, and the capital of the canton. The population is over 19,000 (7,000 R. C.). It is celebrated for embroidery of cotton goods. The air is bracing and healthy, and the town exceedingly neat and pretty.

Sights.

The Abbey. Open from 9 to 12 a.m. It was rebuilt, 1755, in the Italian style. It has a library, with a priceless collection of old manuscripts.

Protestant Church of St. Lawrence. Modern Gothic. Has a splendid stained-glass windows.

The Rathhaus. Curious only for its inscription:—"The glory of God and the public weal shall find protection in this house."

Museum. Natural history collections. Above it a picture-gallery. It is open on Sundays, Wednesdays, and Fridays, from 1 to 3.

Digitized by Google

Excursions.

To Trogen, Appenzell, and Weissbad, and back. Carriage, 1 horse, 14 francs. A beautiful excursion of about 8 hours.

To the Freudenberg. Splendid view of Lake Constance and the Tyrolean Alps. Carriage, 2 persons, 4 francs; 4 persons, 7 francs.

To Hundwyler-liter. A romantic spot. Take train (10 minutes) to **Bruggen.** View the bridge mentioned in preceding page; thence in ¼ of an hour by a footpath.

Rorschach (*see* page 359) is reached in ¾ of an hour (rail) by a descending line, which was only constructed after immense engineering difficulties had been overcome.

Appenzell and neighbourhood are fully described on page 363.

Between St. Gall and APPENZELL there is communication by diligence, twice a day. The distance is 13 miles; time occupied in driving, 2½ hours; the fare, 2 f. 45 c.

93. ST. GALL TO RAGATZ.

The tourist going to Ragatz from St. Gall has a choice of two routes.

1st.—To ALTSTÄTTEN, by diligence, *vid* TROGEN (3,100). Time, 2½ hours. This way is to be preferred, as the views are very fine.

2nd.—By train to ALTSTÄTTEN.

From Altstätten the route is the same, viz., by train, as you must join the train here if you come by diligence. The rail runs through the *Rhinethal* to RÜTHI, whence there is a cross route over the KAMOR to WEISSBAD. Next, HAAG (*see* page 299), where the scenery becomes very grand, and so on to SARGANS (*see* page 290); thence, in 5 miles, to Ragatz.

94. ANDERMATT (*see* page 188) TO COIRE.

Connecting preceding routes with Splügen, Davos, Rhône Valley, and Lucerne.

61 miles. Diligence daily, in 14 hours. Starts at 5 a.m., and reaches Disentis at a quarter to one, where a halt is allowed for dinner.

From Coire to Andermatt the diligence leaves a quarter of an hour earlier. The fare either way is 22 f. 65 c. for the interior, and 27 f. 90 c. for coupé.

A diligence also leaves Coire for Ilanz (*see* page 306) at 3 o'clock in the afternoon, performing the journey in 4 hours. Returning, it leaves Ilanz at 6 o'clock in the morning.

Digitized by Google

Carriages (2 horses), either way, 139 francs ; with 3 horses, 191 francs.

Immediately on leaving Andermatt the road begins to wind up, and affords very fine back views. On arriving at the top of these windings we reach the OBERALP, which is almost level for a considerable distance. We pass a small lake, called the OBERALPSEE, which is 6,690 feet above the sea-level. From here there is a gentle rise to the summit of the Oberalp (6,780), from which Piz del Ufiern, Piz Ravetsch, and Piz Cavradi can be seen. The ground hereabouts is peat bog, similar to the Irish bogs, and it is cut in squares, the turf being piled in great stacks. We now descend by steep zigzags the VAL SURPALIX to CHIAMUT (5,400), on the bank of the VORDER-RHEIN.

The Vorder-Rhein is the true source of the Rhine. It rises in a lake called the *Tomasee* (7,700), which lies on the *Six Madun* (9,600), which is the outer bulwark of the Bünder Oberland. This mountain can be ascended from Chiamut in 6 hours. Guide necessary, 10 francs. Or the ascent can be made to the lake only, the route to it branching from the one to the summit of the mountain. The colour of the lake is an intense green, and the waters are closed in by enormous rock precipices. The outlet is at one end through a rock passage; the view from the summit of the mountain is very fine. With this excursion the ascent of PIZ NURSCHALLAS (9,027) can be combined. Magnificent view; ascent easy.

A little beyond Chiamut we pass a miserable village, called SELVA, which has frequently been swept away by avalanches ; it is on the right below the road.

The next village of importance is—

SEDRUN (4,600). Hotel, *Krone* (fair). Capital of the Tavetsch Valley.

Ascent from Sedrun.

The Piz Pazzola (8,491). Time, 5 hours. Guide not necessary, but a boy may be engaged to point out the road at first, which crosses the Rhine to **Surrhein**, and runs through a gorge called **Val Nalps**. There are no difficulties at all to be encountered, and when once you are fairly on the track you cannot go wrong. The view from here is magnificent in the extreme, embracing the whole range of the Tödi.

The road continues to descend, passing several poor hamlets, and in 5 miles reaches—

DISENTIS (3,780) (*see* page 90). Hotels : *Condrau* (good), *Zur Krone*, and a large Kurhaus, called *Disentiser Hof*. An important town, with a population of over 4,000. It possesses an ancient Benedictine abbey, which was founded at the beginning of the 7th century. As the position in which it stands exposed it to avalanches, an extensive forest has been planted, which effectually protects it. At one time this abbey was very wealthy, and its abbots wielded immense power. At

Digitized by Google

Disentis the MITTEL-RHEIN (draining the MEDELSER GLACIER, plainly seen from the village) unites with the Vorder-Rhein, and the river begins to assume magnitude. There is also a magnificent view looking towards Coire, the country spreading out like a map. We can strongly recommend Disentis as a place in which to spend a few days. The air is very pure and bracing, the scenery grand, and the excursions numerous. It is easily reached from Coire.

Excursions from Disentis.

To Curaglia (*see* cross route to Biasca, pages 187, 305). There are some most beautiful views to be obtained from here. Time, there and back, 3 hours.

Mompé Medel. Time, 1½ hour. On right bank of Rhine. Fine views.

Crest Muntatsch. Time, 1 hour. Splendid view.

Ascents from Disentis.

Piz Muraun (9,500). Time, 6 hours. Guide necessary; fee, 10 francs. Not difficult, and splendid view.

Piz Pazzola (*see* page 302) can also be ascended from here in 6 hours.

The Crap Alv (9,800). Time, 6 hours. Guide, 10 francs.

Piz Ault (9,984). Time, 6 hours. Guide, 10 francs.

Fine views from both of these; no special difficulty.

Cross Routes from Disentis.

To Amsteg (on St. Gotthard, *see* page 262) **by the Kreuzli Pass.** Time, 9 to 10 hours. Guide necessary to the summit of the pass; fee, 8 francs. This is a remarkably fine excursion, but fatiguing.

To the Maderaner Thal (hotel, *Alpenclub—see* page 270). Time, 9 to 10 hours. Guide necessary; fee, 21 francs. This is also a splendid excursion.

To Airolo (on St. Gotthard, *see* page 186) **by Val Piora.** Time, 11 hours. Guide not necessary; good road all the way. We ascend to the **Uomo Pass** (7,290) and skirt the **Ritomsee,** where there is an hotel with fair accommodation.

To Stachelberg by the Sandalp Pass (*see* page 296) Very fine excursion, but fatiguing, though presenting no difficulty to good walkers. Time, 11 to 12 hours. Guide necessary, 24 francs.

95. FROM DISENTIS BY THE LUKMANIER TO BIASCA.

39½ miles. Diligence daily, in 8 hours; 13 f. 10 c.; coupé, 16 francs. This pass is, next to the Maloja (*see* page 334), the lowest in Switzerland. As far as CURAGLIA the road runs

Digitized by Google

through a tremendous gorge in which numerous tunnels have been hewn. This part of the road was opened in 1878, and it is carried through the VAL MEDELS, along which flows the Mittel-Rhein.

CURAGLIA. Hotel, *Post* (fair). The village stands at the entrance to the VAL PLATTAS, which is closed at its upper end by the MEDELSER GLACIER.

Cross Route from Curaglia.

To Somvix (*see* page 305) **by the Lavazjoch.** Time, 8 hours. Guide necessary, 10 francs. This is a very fine excursion, and comparatively little known. Tourists staying in Disentis can cross this pass, and see the curious **Somvixer Thal,** and reach **Trons** (*see* page 305), 8½ miles, in the evening. They can pass the night at Trons, and return to Disentis by diligence or on foot the next day; or good pedestrians may accomplish the round in 1 day.

From Curaglia the diligence-road continues through the Val Medel, passes PLATTA, and reaches—

PERDATSCH (5,101). This is a dirty village at the entrance to the VAL CRISTALLINA, a valley that ought certainly to be visited, as it abounds in waterfalls, and is hemmed in by numerous glaciers.

Ascents from Perdatsch.

Piz Cristallina (10,400). Time, 9 to 10 hours. Two guides necessary (rope and axe), 20 francs each. This is a splendid mountain, and commands an imposing panorama. It is very difficult, however, and should certainly not be attempted by the inexperienced.

Piz Uflern (10,372) **by Alp Uflern.** Time, 7½ hours. Guide, 20 francs. Difficult; fine view.

Piz Medel (10,532). Time, 9 hours. Guide, 22 francs. Difficult; view grand. This mountain can be better ascended from Disentis, *viâ* the **Alp Sura,** where there is a club hut.

The road from Perdatsch continues to rise; the scenery grows very desolate and wild. We pass the HOSPICES OF ST. GION and ST. GALL, and in 5 miles arrive at—

S. MARIA (6,052). Good inn, and a hospice.

Ascent from S. Maria.

The Scopi (10,511). Time, 8 hours. Guide, 10 francs. View very grand. The difficulties not great.

Piz Rondadura (9,917). Time, 8 hours. Guide, 8 francs. An easy ascent; view magnificent. Recommended.

Soon after leaving Ste. Maria we reach the summit of the LUKMANIER (6,289). This is the boundary line between the

Digitized by Google

cantons of the Grisons and Ticino. The descent is rough and very wild.

We now pass the HOSPICE OF CASACCIA, in VAL ZURA, where we obtain a view of the RHEIN WALDHORN (11,200). Descent rapid and steep to—

OLIVONE (2,900). Auberge. The village is beautifully situated in the VAL BLEGNO. Soon after leaving this place the vines and olives speak of Italy, and after passing numerous poor villages we reach—

BIASCA. This village is exactly 1¼ mile from the station bearing the same name on the recently constructed St. Gotthard Railway (*see* plan of Railway, facing p. 261), whence the train can be taken to wherever the traveller wishes to go.

ROUTE TO COIRE (*continued*).

Soon after leaving Disentis (*see* page 302) the road is carried across the RUSEINER TOBEL, which is the route to the Sandalp and Tödi, by means of a wooden bridge 76 yards long and 170 yards high, and passing SOMVIX reaches—

TRONS. Hotels: *Krone* (fair), *Zum Tödi* (fair).

Passengers by diligence sometimes dine here instead of at Disentis.

Excursion from Trons.

To Val Puntaiglas. Very little known. The scenery is wild and grand. The valley is closed by the glacier of the same name. We strongly recommend this excursion. It can be accomplished in 4 hours.

Ascents from Trons.

Piz Urlaun (11,129). Time, 10 hours. Guide, 15 francs.

Brigelser Horn (10,701). Time, 12 hours. Guide, 30 francs.

Bünder Tödi (10,312). Time, 11 to 12 hours. Guide, 20 f.

Each of these mountains is difficult, especially the last-named. They should not be attempted by the inexperienced. Good guides are required (obtainable at Trons); two desirable for the Brigelser Horn.

A mile from Trons, on the left of the road, is the CHAPEL OF ST. ANNA. Here, in March, 1424, the "Grey League" (*Obere*, or *Graue Bund*—hence the German name for the Grisons—*Graubunden*) was founded. At intervals of 10 years the League renewed their oath of fidelity. The last time that this was done was in 1778. The chapel was erected to commemorate the event.

Digitized by Google

Soon after leaving Trons a bridge is crossed, called the RINKENBERG BRIDGE, from which a magnificent view is obtained. The next village of importance is—

ILANZ (2,374). Hotels: *Oberalp*, *Lukmanier* (both fair). This is a very old town, and was once the capital of the Grey League mentioned above. It is magnificently situated, but to obtain a good view an ascent (¼ of an hour) should be made to the little church of ST. MARTIN, which lies to the south. The prospect is very grand; also from the PIZ MUNDAUN (7,112). Time, 5 hours. Guide, 6 francs. A splendid ascent, and not in the least difficult. Ilanz may also be made the starting-point for exploring the LUGNETZ VALLEY, which is little known to tourists, although it abounds in the most romantic scenery. In this valley is a chalybeate spring at the BATHS OF PEIDEN (2,704). Leaving Ilanz, in continuation of our journey, we rise steeply to LAAX—a few minutes from this village is *Hôtel du Lac*; gain WALDHÄUSER (*see* page 90), where there is a large kurhaus, beautifully situated, and commanding charming views, and in a few minutes reach—

FLIMS. Hotel, *Post;* and pension, *Brun*. An old village, with many ruined castles in the neighbourhood.

Cross Route.

To Elm (*see* page 293) **and Stachelberg** (*see* page 295) **by the Panix Pass** (*see* page 294). Time, 9 hours. Guide desirable, 8 francs. It was by this pass that the Russians under Suvaroff retreated, between the 5th and 10th of October, 1799. Both these places may be reached by the **Segnes Pass**, which is grander in scenery, but has not the historical interest of Panix.

Soon after leaving Flims, we pass a small lake on the right; it is called the CRESTA SEE, and forms a very pretty picture, being green in colour, and framed with sombre pines. Passing several villages we reach—

REICHENAU (1,942). Hotel, *Adler*. Here the Vorder-Rhein and Hinter-Rhein meet, and the river flows past at a tremendous speed. The Hinter-Rhein comes down from the Bernadino, on on the Splügen route (*see* page 315), and with such force does it flow into the other river that it forms a perfect whirlpool.

Passengers bound for the Splügen need not go on to Coire, but can take the diligence or carriage to Thusis (*see* page 309). Distance, 12 miles.

On leaving Reichenau, we cross the Rhine by a new iron and stone bridge, 257 feet long and 89 feet above the river; then pass through the considerable village of EMS, and arrive at—

COIRE (*see* next page).

Digitized by Google

96. COIRE.

(For Routes, consult map, next page.)

(German, *Chur.*) Hotels: *Steinbock* (most comfortable in every respect, and highly spoken of. Railway booking-office for passengers and luggage in the hall of this hotel. Diligence seats are also booked without any extra charge, and extra post-carriages can be engaged), *Lukmanier* (good), *Stern*, *Rother*, *Löwe*, *Soleil* (second class, in centre of town).

Restaurants: *Café Calanda*, *Café Rhätia*, and *Chalet Café* (opposite post-office).

Telegraph office: this is a few doors from the post-office.

Carriages, to Thusis, 15 francs; 2 horses, 30 francs. These fares include the return.

Coire is the capital of the CANTON GRISONS (Graubunden), and has a population of nearly 9,000. It is situated on the river PLESSUS, which enters the Rhine about a mile and three quarters from the town. It has been the seat of a bishop since the fourth century.

History of the Grisons in a Nutshell.

Coire has almost from time immemorial played a most important part in the political and ecclesiastical history of Switzerland.

For centuries the Canton of the Grisons, of which Coire is the capital, was under the rulership of the Swabian dukes, but in 1268 it was constituted an independent province attached to the Germanic Empire. The capital then became the favourite seat of the nobility, who built themselves grand castles, and lorded it with a high hand. The ruins of these castles, which are everywhere visible, still testify as dumb witnesses to a glory that is passed. The Bishop of Coire had here his mansion, and was surrounded with a strong gathering of the abbots of Disentis and Pfäffers. The Counts of Werdenberg, Mätsch, Montfort, and many others also resided in the neighbourhood in great splendour, but, living as they did in times when law was a mockery, and the weak had to give way to the strong, these lordly folk were at constant feud with each other, while their selfishness and lust for gain and power kept the country in a constant state of ferment, and the brutal treatment to which they subjected their vassals and dependents engendered an intense feeling of bitterness. This led the people to secretly band themselves together, and to form what was known as the

Digitized by Google

Bund des Gotteshauses (League of the House of God), the Church of Coire being at the head. This was in 1396, and in 1424 the *Obere*, or *Graue Bund* (Upper or Grey League), was formed. Still later—about 1430—came the *Bund der Zehn Gerichte* (League of the Ten Jurisdictions). From these arose the Three Leagues of Upper Rhätia, which were established in 1471; and the same year the two first entered into an alliance with the Helvetic Confederation, which gradually led to the Grisons becoming a Swiss canton.

This canton now embraces an area of 2,750 square miles—about one-sixth of the whole of Switzerland. It consists of vast ranges of mountains and an immense number of valleys, and is remarkable for the varieties of its climates. Some parts are Siberian in their severity, while others are soft and genial, and the cultivation of the vine and chestnut is carried on beneath a sky that rivals that of Italy in its blueness.

Bad-Passugg (*see* page 89) is 4½ miles from Coire, in the valley of the Rabiusa.

Sights.

The Cathedral of St. Lucius. One of the most interesting in Switzerland. Part of it dates from the 8th century. Before the portal are columns with lions, as in Venice. The interior is remarkable for its various styles of architecture. There is an altar-piece by Stumm, a pupil of Rubens; and in the sacristy is a treasury containing a vast collection of things from reliquaries in copper of the 8th century, and embroidered stuffs of the Saracenic period, fragments of silk from the time of Justinian, and Roman mosaics of modern date. A charge of 1 franc is made to view the treasures; they are shown by a most intelligent sacristan, who speaks German, French, and English. It is said that King Lucius founded the cathedral. He was a Kelto-British king of England. Tradition has it that he introduced Christianity into our country, and subsequently journeyed to Coire to establish a Christian mission. Here he died, and was buried in the cathedral, and his shrine can be seen behind the high altar. The sacristy contains many relics of the king.

The Episcopal Palace adjoins the church, and is very ancient.

Natural History Collection in the Town Hall. Small, but interesting.

Excursions.

To the Rosenhügel. Time, 1 hour. It lies to the left of the Julier road, ½ mile from the town gate. Fine view of the town and valley.

To the Chapel of St. Lucius. On the slope of the Mittenberg. Splendid view. This excursion can be extended to the summit of the **Mittenberg** (3,643). Time, 1¼ hours from the chapel.

Digitized by Google

Digitized by Google

Digitized by Google

Ascent.

The Calanda (9,300). Time, 10 hours. Guide necessary, 9 francs. Glorious panorama from summit. No danger in the ascent.

97. COIRE TO CHIAVENNA IN ITALY, VIA THUSIS AND THE SPLÜGEN.

SPECIAL NOTICE TO TRAVELLERS.—The Splügen Pass is one of the great highways into Italy from Switzerland. At the village of Splügen, which is 4,800 feet above the sea, the pass divides; one arm (which is called the BERNARDINO) going to Bellinzona and Lake Maggiore, the other, which is infinitely grander, going to Chiavenna, for Colico, the Val Tellina, and Lake Como. The beginning of the Splügen proper, that is, from Thusis to the VALLEY OF SCHAMS, is known as the VIA MALA, which for savage grandeur will compare with anything of the kind to be found in Europe. The distance to Splügen from Coire is 32 miles. There is a diligence thus far three times a day in summer. The fare is 11 f. 85 c. for the interior, and 15 francs for the coupé. From Splügen to Chiavenna there are two services a day, the fare being 10 and 12 francs. From Splügen to Bellinzona, by the Bernardino, there is one service a day, the fares being 14 f. 30 c. and 16 f. 60 c. Passengers can, of course, book right through, the diligences connecting by each route. The time occupied in the journey is 7 hours to Splügen; 5 hours thence to Chiavenna or Bellinzona. By devoting 3 to 4 days the tourist can see both routes, which would include Lake Como, Milan, and Lake Maggiore. (For plan of this tour consult our Round Tours, page 384.) As the traveller may not, however, be able to devote so much time to the journey, we propose to show him how he may see much of the grandeur of the scenery. As nothing can be seen from the *interior* of a diligence, and very little from the coupé, try and secure the banquette.

THUSIS.

Hotels: *Via Mala* (the best hotel in the place), *Post and Kurhaus* (good), *Rhätia* (good second-class house), *Adler*.

THUSIS is a most interesting place, and is a splendid centre for many attractive excursions. There is evidence in existence that there was a settlement here of fugitive Etruscans B.C. 600, and at one period of its history the town was strongly fortified. Soon after the Reformation it gained an unenviable notoriety as being the place where the "Bloody Assizes" were held, at

Digitized by Google

which many a victim of religious hatred was barbarously condemned to death. Pestilence, too, has frequently swept over it in former times. It has been utterly destroyed by fire on five different occasions, and several times it has been all but utterly annihilated by floods sweeping down the NOLLABACH. The last fire was in 1845, and on rebuilding their little town the inhabitants chose a site somewhat lower down, and in a safer position. It is now a handsome place, and is said to be very healthy. From here there are cross routes to Davos and the Engadine, fully described on pages 318 and 325.

Excursions from Thusis.

To the Lake of Lüsch (6,402). It is situated above the **Village of Tschappina,** in a romantic and solitary position. Its banks are formed of porous slate, which, being permeated by the water, often slide down into the **Nolla** in enormous masses. The lake is scarcely known to tourists, but well deserves a visit; its waters have no visible outlet. A boy should be taken to point out the way; fee, 3 to 4 francs. Time, about 4 hours. The village Tschappina itself is very curious, as, being built on porous slate, the foundations of the houses in many cases have sunk. The church has many fissures in its walls, thereby testifying to the unsubstantial nature of the soil upon which the village stands.

To the Castle of Hohen-Rhaetien (plainly seen from Thusis, as it crowns the summit of a stupendous wall of rock, 600 feet high). Is said to have been built B.C. 589. A magnificent view can be had from the ruins; there is a restaurant in one part of them.

To the Solis Brücke in the Schynpass. Time, 2 hours. This is a splendid walk.

To the Crapteig Bastion. A very fine point of view. Time, 1 hour. The way is by a shady path branching from the Via Mala route.

Ascents from Thusis.

Piz Beverin (10,000). This mountain is called by the peasantry the **Spitzbuberin** (the Rascal), for though the weather may be beautiful below the summit is frequently wrapped in a dense cloud, thus preventing all view. Time altogether is about 10 hours. Guide necessary; fee, 8 francs. The view from the summit is glorious in the extreme. The climb is very fatiguing, but quite without danger. The same cannot be said when **Zillis** (*see* page 313) is made the starting-point, as it sometimes is. From Thusis the route is by the hamlet of **Glas,** and passes Tschappina.

Muttner Horn (8,000). To Ober Mutten by carriage, or on foot. Either way, 2 hours. Then in 2 hours more to the summit. Guide not necessary; ascent quite easy. Magnificent view.

Stätzer Horn (8,500). Time, 10 hours. Guide desirable; fee, 8 francs. Most extensive and wonderful panorama from summit. With this excursion may be combined—

Faulhorn (not the Oberland Faulhorn). The two mountains are connected by a narrow ridge that requires a steady head to traverse (not to be attempted by any one liable to giddiness).

Digitized by Google

Digitized by Google



ENTRANCE TO THE VIA MALA.

Digitized by Google

The traveller who does not intend to cross the Splügen should walk through the Via Mala, fully described below; or take the diligence to Splügen, walk thence to the top of the pass, see the wonderful view of Italy that is obtained from there, and then walk back to Thusis, 16 miles, all down hill; or the night could be passed at Splügen. Carriages to Splügen and back can be obtained at Thusis, but a bargain should be made. Four passengers, with two horses, would probably have to pay from 50 to 60 francs. It is far better, however, to go by diligence, as we suggest, and walk back. Return carriages from Splügen can often be had cheap.

THE VIA MALA.

This wonderful road was first constructed in 1473, but was greatly widened in 1822. A short distance from the entrance we reach the KÄNZELI (Pulpit), which affords a splendid retrospect. We then pass through a tunnel scooped out of a projecting spur of rock. Nearly all the guide-books persist in calling this the VERLORENE LOCH (Lost Hole). It is nothing of the kind, as the name applies to the whole road between Thusis and *Rongellen*. It is so called because the prospect of forming a passage through this part seemed hopeless to its first projectors. The road was subsequently constructed at the cost of immense labour by an engineer named Pocobelli, a native of the Canton Tessin.

Proceeding onward, the scenery increases in grandeur, and the precipices rise up on either hand to nearly 1,500 feet. We cross the FIRST BRIDGE, and look down into the dark narrow ravine where the young HINTERRHEIN thunders against its confining walls. A quarter of a mile further is the SECOND BRIDGE, which is far more imposing. The Rhine howls 160 feet below in such a narrow space, and so entirely shut in, that a ray of sunlight never penetrates down. The scene is terribly grand, almost appalling, for nature here appears in her most savage aspect. On two occasions tremendous floods have caused the water to rise within six feet of the bridge, viz., on the 27th of August, 1834, and again on the 28th of September, 1868.

A third bridge is now traversed, the Via Mala ends, and we enter into the green valley of Schams, and very quickly arrive at—

ZILLIS. Piz Beverin can be ascended from here (*see* ascents from Thusis).

Digitized by Google

Looking across the Valley you will see on the height the village of DONATH. Above that again is a ruined castle called FARDÜN, or LA TURR. This was formerly the seat of the rulers of the valley. One of these rulers had made himself notorious for his brutal behaviour. About the year 1448 he had had occasion one day to enter the cottage of a peasant named Johann Caldar, against whom he entertained great animosity, owing to the man's independent spirit and want of servility. At the moment of his entry into the cottage a mess of broth was boiling on the fire for the family dinner. Annoyed at something the peasant said, the tyrant spat into the broth by way of contempt. This so enraged Johann Caldar that he flew at the Governor, seized him by the throat, and thrusting his face into the boiling soup, he exclaimed fiercely, "Malgia ses il pult cha ti has condüt" ("Eat the soup thou hast seasoned"). Then he strangled him, and hurled his body over the rocks. This summary act of vengeance was the signal for a general rising of the peasantry, who threw off the yoke of their persecutors.

Close to Zillis are the BATHS OF PIGNEU, the waters of which are rich in iron and alkali. These waters are conducted to Andeer, at which place they are used as baths. Continuing our journey, we cross a stream by a bridge that bears the following inscription:—

Jam patet via hostibus et amicis. Cavete, Rhæti! Simplicitas morum et unio servabunt avitam libertatem. (The way is now open to friend and foe. Rhætians, beware! Simplicity of manners and unity will preserve your ancient liberty.)

Below the inscription is an apple pierced with an arrow, being symbolical of the liberty Tell bestowed upon his country by his many valorous acts. We next reach the village of—

ANDEER (3,220). Hotels: *Krone*, *Fravi*. This is the capital of the valley, and is much frequented in summer on account of the mineral waters. The tall tower seen is part of the old castle of CASTELLATSCH.

Ascent from Andeer.

Piz Vizan (8,200). Time, 12 hours. Guide not required. The route is through the romantic **Ferrera Valley**, which begins 2 miles from Andeer towards Splügen, and branches to the left. Down this valley flows the **Averser-Rhein**, that forms many beautiful cascades in its course. Towering above the valley on the left is the beautiful—

Piz Grisch (10,098), on the right the—

Surettahorn (9,900).

In 1 hour from the entrance to the valley a disused silver foundry will be passed, and 40 minutes from there the village of **Ausser-Ferrera** is reached. There is an auberge here. As the path from hence is intersected by others, and the traveller may possibly get confused, a boy should be engaged at the village to show the way as far as the summit of the **Valletta Pass** (8,500 feet), whence all is plain sailing. The view from the peak is very grand.

Digitized by Google

On leaving Andeer the road winds upwárd through the ROFNA RAVINE, where the scenery is very savage. Several bridges are crossed, and several small villages passed, and we arrive at—

SPLUGEN.

(4,782.) Halt here for dinner. Hotel: *Zur Post* (most comfortable; capital dinner, good wine, reasonable prices).

The Pass of the Splügen is one of the oldest of the great Alpine Passes, and was known to the Romans, who frequently used it for military purposes. The original road, however, ran through the tremendous gorge of the CARDINELL, which comes in sight when the summit is gained. Between November the 27th and December the 3rd, 1800, a large body of troops were led over by General Macdonald, his object being to cover the flank of the Italian army then under the command of General Brune. The weather was awful, and during the passage complete columns of the troops were swept into the abysses of the dreaded Cardinell by avalanches. There was fearful loss of life, and horrible suffering. The present road was constructed by the Austrians, between 1819 and 1821, in order to secure direct communication with Lombardy in this direction.

At the village of Splügen, which is magnificently situated, the route divides,—the left going to Chiavenna; the right, Bernardino to Bellinzona. The two routes are fully described in parallel columns below.

Bernardino.

The road goes straight on from the bridge mentioned in opposite column. At the village of **Nufenen** (5,200), which stands at the mouth of the **Areue Thal**, we get a view of the **Curciusa Glacier**, which closes the Thal at its upper end. Three miles further brings us to—

Hinterrhein (5,312). Hotel, *Post*. This is the loftiest village in the valley, and affords some beautiful views of the Rheinwald mountains; the principal ones on the right being the Kirchalphorn, Rheinwaldhorn, Hochberghorn, Rheinquelhorn, and Marschelhorn.

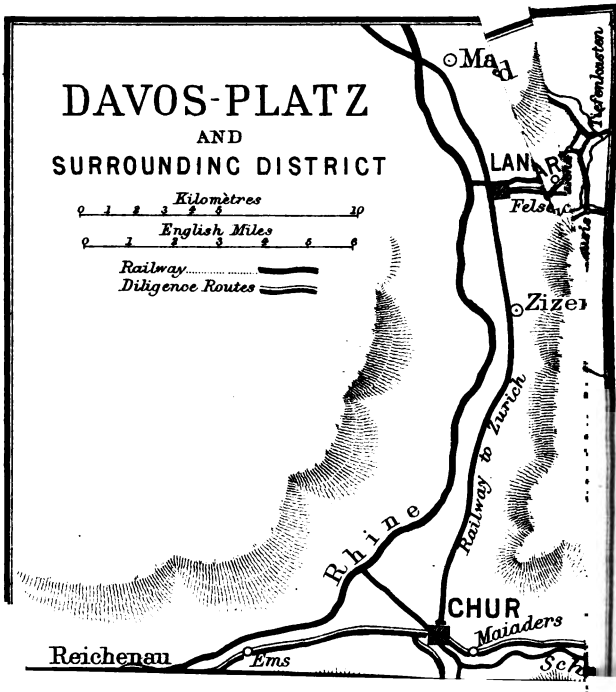
Excursion from here.

To the Source of the Hinterrhein. Time, 4 hours.

Splügen.

On leaving the village the road crosses a bridge over the Rhine, and immediately commences to ascend through pine forests, and presently reaches a short tunnel. When this is passed the traveller finds himself in a tremendous basin, and is shut in on all sides by riven and splintered mountains, and from which there is apparently no outlet. But presently the road will be seen winding up the side of a mountain like a writhing serpent. This series of zigzags takes a long time to accomplish, and passengers by the diligence should walk. At length the lonely Berghaus is passed (this is a house occupied principally by the road-menders; it is 6,667 feet above the sea). Thence we traverse a long avalanche gallery, built of solid ma-

Digitized by Google



of **Misox.** Destroyed by the Swiss in 1526. Several waterfalls passed, and we come to—

Cama.

into the mountains. ley. This valley is filled with the ruins of mountains, the rocks being heaped about in strange confusion. The scene reminds

Digitized by Google

cure, and the splendid air. Village picturesquely situated. There is an old monastery and a church. Post and telegraph.

PARPAN (4,947). Hotels: *Kurhaus and Pension Parpan, Hôtel Pension, Statzerhorn* (fair). Post and telegraph next to Pension Parpan. Beautiful situation, and a good place for a stay.

Digitized by Google

Ascents from Parpan.

Statzer Horn (8,490). A bridle-path up. Time, 4 hours. Guide not required. Splendid view. Descent can be made to Thusis in 4½ hours. Road easily found.

The road still ascends, and reaches its culminating point (5,100), and then we skirt some small lakes, and the large LAKE OF VATZ, most romantically situated. There is a pension chalet on the lake, and boats for hire. We next pass through what is known as the LENZER-HEIDE, a most dangerous place during the prevalence of snow-storms.

LENZ. Hotel: *Post.* We next pass BRIENZ. On leaving Brienz, note the remains of an ancient castle called *Belfort*, on the left. The road skirts the base of the rock on which the castle stands, and is carried over a wild and deep ravine by means of a massive wooden bridge. Three kilomètres from Brienz is a junction of roads, the one on the right leading to the Engadine. The diligence waits at this junction to get the mail bag from the Engadine diligence. Proceeding on our journey, we pass DORF ALVENEU,—sulphur baths here (see page 89)—SCHMITTEN, and arrive at WIESEN (for continuation of route from Wiesen *see* following pages).

100. COIRE TO DAVOS BY SCHYNSTRASSE AND TIEFENKASTEN.

(*See* Map.) Diligence once a day; time, 13 hours. This is by far a grander route than the last-named. The route is to Thusis (already described, *see* page 309), thence, passing the entrance to *Via Mala*, we commence to ascend what is known as the SCHYN ROAD (or Strasse), opened since 1870; it runs on the south side of the ALBULA. Views splendid. On the way we cross the SOLIS BRIDGE, which spans a gorge of the Albula. Height above the water, 252 feet. This is a very wild and romantic spot. A stone dropped from the bridge into the water sends up a tremendous roar.

TIEFENKASTEN. Hotels: *Pension Julier* (good), *Albula* (good), *Kreuz.* A magnificently-situated village, at the beginning of the Julier and Albula Passes (for description of these Passes, *see* pages 325, 326). In summer it presents a scene of constant bustle and activity, as carriages, diligences, and pedestrians are constantly passing. Here the RHINE OF THE OBERHALBSTEIN falls into the Albula.

Continuing on our way to Davos, we join the Lenz route below Dorf Alveneu, and pursue our way to Wiesen. The Matterhorn-like mountain across the gorge on the right is the TINZENHORN (*see* page 329), and the one next to it the PIZ DA'ELA (*see* page 329).

Digitized by Google

WIESEN.

Hotels : *Bellevue*, *Palmy* (good). A very small and lonely village, but splendidly situated. The little village immediately opposite on the slope of the mountain is JENISBERG, a strange, out-of-the-world place, whose population, numbering about three dozen, are as simple as children. We now descend by a sharp curve into the magnificent ZÜGE GORGE, the scenery of which is wild and wonderful. In 10 minutes we reach the BÄRENTRITT (the Step of the Bear); stop here, and go on to the little stone platform built over a stupendous gorge, and gaze into the abyss. It is one of the weirdest sights in the Alps.

The road through the Züge, known as the *Landwasser Strasse*, was constructed at an immense cost, the engineering difficulties at times being almost insurmountable. In winter and spring the road is much exposed to avalanches, and several galleries are built for protection, and many projecting rocks are pierced with tunnels. Just before leaving the gorge the road has been carried under the rocks. Formerly it skirted them, and was protected by a gallery, but it was swept away so often by avalanches that the making of a tunnel became an absolute necessity.

(In December, 1879, the editor witnessed the fall of a gigantic avalanche at this spot. It completely blocked the road, and half choked the river. A few minutes before the avalanche came down some sledges had passed along the road.)

Leaving the gorge behind, we pass HOFFNUNGSAU (auberge), next GLARIS (inn, poor and extortionate), then SPINABAD, where there is a small sulphur bath (*see* page 89), and soon arrive at the village of—

FRAUENKIRCH. Hotel : *Zur Post*. This village, which is 1½ miles from Davos, is delightfully situated opposite the SERTIG THAL (*see* the Excursions from Davos, pages 320, 321).

DAVOS PLATZ.

For detailed description of Davos, *see* "The 'J. E. M.' Guide to Davos Platz," published by Wyman & Sons. Price 2s. 6d. Third edition, just issued.

(*Railway projected between Davos and Landquart.*)

Davos is 5,352 feet above the sea, and during the last few years has become a famous winter resort for patients suffering from chest complaints.

Hotels : *Belvedere* (well-founded reputation, and ranks as the leading English hotel. Every English comfort and convenience, and cooking suited to English taste. Well drained, splendidly situated ; large suite of handsome saloons. French and English billiard-tables, stage for theatricals. A capital, well-kept lawn tennis ground), *Buol* (good), *Kurhaus* (very large, with several

Digitized by Google

beautifully furnished dependencies), *Victoria* (most comfortable, highly recomended; English billiards, open fireplaces, good sanitary arrangements; *Rhätia* (good), *d'Angleterre* (6 minutes from the village past the Buol. This hotel is one of the best in Switzerland; table excellent; drainage good; every comfort), *Schweizerhof*, *Strela*.

Davos is well supplied with shops of all kinds, and either as a summer or a winter place of resort it has everything to recommend it. There is an English church, and a chaplain resides in the village all the year round.

Resident English physician, William R. Huggard, M.D., M.R.C.P.Lon.

Excursions from Davos.

To the Davoser See (lake). Time, 1 hour. Beautiful situation. The lake contains plenty of fish, but they are difficult to catch, owing to the clearness of the water.

To the Gems Jäger's. Time, 1 hour. An interesting walk.

To Clavadel (*see* page 89). There are some springs here. Resorted to in summer.

To the Grialetsch Glacier (little known) **and back by the Flüela Pass.** For good pedestrians only. The way is to the top of **Dischma Thal** (10 miles); can drive thus far. Thence bear to the left over broken rocks, towards the mouth of a ravine—cannot be mistaken. A splendid view of the **Scaletta Glacier.** This ravine must be traversed to its head, where there is a lonely tarn shut in by mountains and riven peaks. We now bear to the right, and soon see the glacier far below us, and rising above it is the **Piz Vadred.** The ice fall is round and smooth, and not broken into séracs, as is usually the case. We descend towards the glacier, and make our way to the left, through the weird and desolate **Grialetsch Thal,** which is swept by tremendous avalanches in the spring. 2½ hours' walking over a very rough way are required to gain the Flüela Pass. Thence to the left to Davos, all down hill. This excursion, which is not described in any other guide-book, is a most interesting one, but requires at least 12 hours; provisions should be taken.

Ascents from Davos.

The Schiahorn (8,930). Time, 5 hours. Guide not necessary, except for totally inexperienced. Beautiful view. The path begins behind the *Hôtel Belvedere*, and there is a well-defined track all the way to the top of the mountain.

The Küpfenfluh (8,637). More difficult than the Schiahorn, and view not so fine.

The Schwarzhorn (10,400). Drive 10 miles to the Hospice in Flüela Pass (*see* next page). The ascent commences a ¼ of a mile further down the Pass. Time from the Hospice up and down, 5 to 6 hours. Except for totally inexperienced people a guide is not absolutely necessary. If one is taken, he must be engaged in Davos. Fee, 10 francs. A small glacier has to be crossed, and a narrow *arête* traversed. Care must be taken not to approach too near to the edge of the precipice, as the rocks are rotten.

Digitized by Google

The view from the summit is entrancing, and embraces an enormous area; the panorama will bear comparison with any in the Alps, and yet the mountain is comparatively little known. If a good hotel were built half way up, it would be crowded in summer. Descent can be made into the Dischma Thal, but it requires care, as the slopes are exceedingly steep.

The Hoch Ducan, from *Sertig Dörfli*, at top of the Sertig Thal. Can drive to this point (10 miles). Time, 7 hours. Guide imperative (good rope required). This is a splendid excursion, but involves a great deal of difficult rock work, that must not be attempted by novices. The view, while being very fine, will not bear comparison with the Schwarzhorn.

The Bischa (9,800), from *Alpenglocke* in the Flüela. Time, 6 to 7 hours. Guide necessary; 10 francs (rope and axe).

Cross Routes from Davos.

The Upper Engadine by Scaletta Pass (8,604) **to Zuz or Pontresina.** Time to Zuz, 10 hours. Pontresina, 13 to 14 hours. A guide is not necessary, but on no account must the journey be attempted in bad weather. The route is to top of Dischma Thal (already described), then by a narrow path bearing to the right of the Scaletta Glacier, which closes in the valley. There is a hut at the summit of the Pass, and some chalets on the other side. This is a most interesting excursion.

To Bergün (*see* page 329) **by Sertig Pass** (8,500). Time, 8 to 9 hours. Guide not necessary. Route to top of Sertig Thal same as for Hoch-Ducan, thence bear to the right through the narrow gorge commencing under the precipices of the Hoch. The views *en route* embrace the **Porchabella Glacier** and **Piz Kesch** (11,259), which lie to the south. We also pass the **Raveischg Lakes**, and the village of **Chiaclavuot**, thence through the **Val Tuors** to Bergün. Altogether this is a delightful excursion. Provisions should be taken.

To Sus (in the Engadine) **by Flüela Pass** (7,900). Diligence daily from Davos, in 7 hours. It can be walked in 9 hours. The Flüela, while not equal to many of the great passes, is, nevertheless, exceedingly grand. It bears the reputation, however, of being the most dangerous pass in the Alps on account of avalanches. The route commences at Davos Dörfli (*see* page 322), and winds up through pine forests to the *Hospice*, the surroundings of which bear some resemblance to the Grimsel. The great Schwarzhorn towers upon the south side, and the **Weisshorn** (10,200) on the north side. There are two small lakes. The *green* one on the left is called the **Schottensee**; that on the right, the *black* one, does not seem to have any name. The Hospice here is a post inn, but it is dirty, uncomfortable, and grossly extortionate. From this point to Sus is all descent, the views being very fine. For description of **Sus** *see* page 348.

Digitized by Google

101. DAVOS TO LANDQUART BY THE PRATTIGAU.

There is direct diligence communication between Landquart and the Engadine *viâ* the Prättigau and Flüela Pass (described in preceding cross route). The diligence runs twice a day, reaching Davos Dörfli in 7 hours, and Schuls in 14 hours. Fare to Davos, 9 f. 90 c.; coupé, 12 f. 65 c. To Schuls (*see* page 349), 22 francs; coupé, f. 27 25 c. One-horse carriage between Davos and Landquart, 40 francs; two-horse, 71 francs.

DAVOS DÖRFLI (2 miles from Davos Platz). Hotels: *Kurhaus* (good and comfortable), *Hôtel Flüela.* This village stands at commencement of the Flüela Pass, and diligence passengers bound from Landquart to Engadine dine here.

The road from hence skirts the Davoser See, and rises to WOLFGANG (5,438), the culminating point of the Davos Valley. We now descend rapidly by long windings to—

KLÖSTERS (3,950). Hotel and kurhaus, *Silvretta.* Pensions: *Brosi, Florin, Rössli.* This is a magnificently-situated village, and an excellent centre for excursions and ascents, which are described in order.

Ascents.

Casanna - Spitze (8,400). Time, 5½ hours. Guide desirable. Fee, 8 francs.

Canardhorn (8,579). Time, 6½ hours. Guide, 9 francs.

Both these mountains are easy, and afford splendid views.

The Ungeheuerhorn (9,870). Time, 7 to 8 hours. Fee for guide, 12 francs.

The Plattenhörner (10,590). Time, 8 hours. Guide, 12 francs.

The two last-named are fatiguing, but not particularly difficult. Splendid points of view.

The Silvrettahorn (10,700). Time, 8 to 9 hours. Guide, 12 francs. No particular difficulty. Magnificent view.

Cross Routes from Klösters.

To Lower Engadine by Vereina Pass. Time to Sus (*see* page 348), 10 hours. Guide necessary, 12 francs. This is a very attractive excursion, and presents no difficulties.

To the Engadine by Vernela Pass (9,200). Time, 12 hours. Guide necessary; fee, 14 francs (rope and axe needed). This is more difficult than the last-named, but is highly interesting. *En route* we pass the cavern called **Baretto Balma** (6,500), which is situated under the **Piller Glacier.** By this route the traveller arrives at **Lavin** (*see* page 348).

Digitized by Google

To the Engadine (*Guarda, see* page 348) **by Silvretta Pass** (9,937). Time, 12 to 13 hours. Guide, 18 francs (rope and axe). This is a splendid excursion, the route being over the huge **Silvretta Glacier**, which is much crevassed and requires caution. The expedition, however, is not particularly difficult, and is strongly recommended. In descending, the **Plan Rai Glacier** has to be traversed, and here some care must be exercised, as the ice slopes are very steep.

To Guarda by the Tiatscha Pass. Time, 14 hours. Guide, 20 francs. Very difficult; must not be attempted by novices.

By the Schlappina Joch (7,150) **to Montavon** (*see* page 351). Time, 9 hours. Guide, 10 francs. This is a very fine excursion, and not difficult.

Leaving Klösters we next gain—

MEZZA SELVA. Hotel, *Florin*. One mile from here are the BATHS OF SERNEUS (*see* page 89). Waters sulphureous, and said to be highly efficacious in skin diseases and rheumatism. The next village is—

KÜBLIS (2,700). Hotels: *Steinbock, Krone*.

Cross Routes.

To Montavon (*see* page 351) **by St. Antönien Joch** (7,190). Time, 9 hours. Guide, 10 francs. Very fine excursion. At St. Antonien is a village of same name, and from here the **Sulzfluh** (9,300) may be ascended in 5 hours. It is not particularly difficult with a good guide. View is magnificent.

We now pass on through pretty scenery to—

FIDERISER-AU. Two miles from here are the BATHS OF FIDERIS, beautifully situated in a gorge. The waters have a considerable reputation (*see* special article on Baths and Springs). Next village is SCHIERS, then GRÜSCH, and we arrive at PARDISLA, which is the point whence Seewis is reached. The distance is 3 miles.

SEEWIS.

Kurhaus, and *Pension Scesaplana*. This village occupies a magnificent position, and is much resorted to in spring and summer. It stands on a hill-side, and commands fine views.

Ascents from Seewis.

The Scesaplana (9,780) (*see also* page 351). Time, 7 hours. Guide necessary, 10 francs. A splendid excursion, and fine view. Not very difficult.

The Augstenberg (sometimes called Vilan) (7,820). Time, 4 hours. Guide (not absolutely necessary), 6 francs. Magnificent view.

Digitized by Google

From Pardisla we can ascend VALZEINER SPITZ (4,590), by going to VORDER-VALZEINA, in the VALZEINA, where there is a *Kurhaus*, frequented in the summer.

We now enter the PRÄTTIGAU (which literally means the Valley of the Meadows). It is peculiarly fertile, and enormous quantities of fruit are cultivated, apples and plums particularly growing in abundance. The chain of mountains to the north, called the RHÆTICON, separates the valley from the VORARLBERG. The Prättigau narrows to a gorge known as the KLUS, into which avalanches frequently fall, and having cleared this we arrive at Landquart (*see* page 292).

RAIL ROUTES from Landquart to *Coire*, *Ragatz*, *Zürich*, *Rorschach*, *Constance*.

Digitized by Google

102.

TIEFENKASTEN TO SAMADEN, MALOJA,

BY THE JULIER.

The route from Coire as far as Tiefenkasten has already been described (*see* pages 309, 318).

There is direct diligence communication between Coire and Samaden in the summer, and there is a choice of two routes as far as Tiefenkasten, where the routes unite.

1st.—By Churwalden and Lenz (*see* pages 317, 318). Distance, 52 miles. Time by diligence, 13½ hours. Fare, 20 f. 75 c.; coupé, 24 f. 90 c. Two-horse carriage, 129 francs.

2nd.—By Thusis and the Schynstrasse (*see* pages 309, 318, and consult Map of Davos). Distance, 59 miles. Time by diligence, 14¼ hours. Fares, 22 f. 65 c.; coupé, 27 f. 90 c. Two-horse carriage, 142 francs.

On leaving Tiefenkasten the road soon begins to ascend, and far below roars the Oberhalbstein Rhine. We pass through the Oberhalbsteiner Thal (7 miles long), with its many picturesque villages, whose inhabitants speak the curious and fast-dying Romansch language. The scenery is strikingly bold and romantic in parts, and the picturesqueness is heightened by numerous waterfalls formed by the Julier as it tumbles over its rocky bed. On leaving the village of Tinzen, we traverse a very gloomy gorge, and reach—

Molins (4,800). Hotels: *Löwe* and *Adler*. The diligence passengers dine here.

Cross Route from Molins.

To Juf by the Bercla Pass. Time, 6 to 7 hours. Guide necessary; 8 francs. The route is through the **Val da Faller**, and passes the curious **Flüh Lakes.** Juf is in the *Averser Thal*, which leads to *Andeer* (*see* page 314) on the Splügen route, and whence either Thusis or Italy can be easily gained. From Juf, Andeer may be reached in 4 hours. This is a route that is very little known; but, as it is by no means difficult, and passes through a succession of truly grand Alpine scenery, we strongly recommend it to good pedestrians.

Digitized by Google

Ascents from Molins.

Piz Platta (11,100). Time, 10 hours. Guide necessary; fee, 14 francs. The route is partly through the Val da Faller, and the view from the summit is magnificent.

Piz d'Err (11,200). More difficult. Time, 11 to 12 hours. Guide, 18 francs. View grand.

Piz d'Arblatsch (10,550).

Piz Forbisch (10,701).

The two latter are exceedingly trying and difficult, but the view repays the toil. 11 hours must be allowed for each. Guide's fee, 18 francs.

Good guides are procurable in Molins.

On leaving our halting-place we pass some magnificent scenery, and on a height will be noticed a square tower, which is part of what was once the Castle of SPLÜDATSCH, and a few miles further on we come to—

STALLA (5,880). This village stands at the junction of the Julier and the SEPTIMER (7,590) Passes. The latter is supposed to be the oldest route in the Alps. It is now almost deserted. There is an old hospice on the summit, from which an entrancing view is obtained. We strongly recommend this to the notice of pedestrians, who can perform the journey to the summit and back to Stalla in 4 hours.

Cross Route from Stalla.

To Andeer by the Valetta Pass (*see* page 314). Time, 12 hours. A guide is not necessary, unless for totally inexperienced people. This is a most attractive excursion, and we can strongly recommend it.

From Stalla the road winds upwards (pedestrians may save time by short cuts), and in 2 hours we gain the summit of the Julier (7,510). There are two slate pillars here, which are supposed to be Roman mile-stones. On the right is a lake abounding with fish. The descent from hence affords splendid views of the snow-capped peaks of the Bernina, as well as a bird's-eye view of the Upper Engadine, which lies like a map at our feet.

SILVA PLANA (*see* page 337); thence to Samaden, 7 miles.

From Samaden there is a daily omnibus to SILS MARIA, about 10 miles. Thence in 1½ hours by carriage or on foot to the New Kursaal on the summit of the Maloja.

103. FROM COIRE TO PONTE AND THE MALOJA BY THE ALBULA PASS.

Route is by Lenz (described thus far on page 318). Distance, 43 miles. Diligence once a day; time, 11 hours. Fare, 16 f. 65 c.; coupé, 21 francs. Samaden can be reached in 12 hours; fare, 18 francs; coupé, 21 francs.

Digitized by Google



THE ALBULA PASS

Digitized by Google

Digitized by Google

From Lenz we descend to BAD-ALVENEU, 3,050 feet above the sea; post and telegraph; where there are some powerful sulphur springs (*see* page 89). The hotel is comfortable and well managed.

Ascent from Bad-Alveneu.

Piz Michel (10,400). Time, 8 hours. Guide necessary; fee, 7 francs. This not a difficult mountain, and the view is very grand.

From hence we ascend again, and pass FILISUR. Then a descent, and we cross the Albula, and commence to rise again, and presently enter the wonderful gorge called the BERGÜNER STEIN. This strange ravine (along which the French and Austrians brought their cannon in 1800) is overtopped by the toothlike TINZENHORN (10,301), and the PIZ D'AELA (10,900). 3 miles from the end of the gorge we reach—

BERGÜN (4,520). Hotels: *Piz d'Aela*, *Krone*, *Kreus*. These hotels are not first-rate, but offer rough accommodation. There is a route from here, by the *Sertig Pass* (*see* page 321), to Davos.

Ascents from Bergün.

The Tinzenhorn. Time required, about 18 hours, and the night should be spent out. 2 good guides (rope and axe) are indispensable; fee, 30 francs each. The work is of a very difficult character, on account of the stupendous rocks that have to be climbed. Some risk is also run on account of falling stones, which have a nasty habit of bombarding one. The summit of the mountain (which commands a glorious panorama) is so narrow that only about 3 persons can occupy it at one time, and only then by sitting straddlewise with their legs dangling over appalling precipices. It is needless to say that none but practised mountaineers should attempt the mountain, which, on account of the difficulties it presents, is not frequently scaled.

The Piz d'Aela. Extremely difficult and hazardous. Time to the summit from Bergün, 10 hours, and the same down. 2 guides imperative; 35 francs each (rope and axe). Very difficult ice work has to be performed here, and falling stones vex the soul of the climber. The panorama enjoyed from the summit, however, repays one for the toil and risk. This mountain was climbed successfully by the Pfarrer of Bergün, and 2 guides in November, 1881, being the first winter ascent of the mountain that had ever been made. They encountered many obstacles on account of the snow.

The guides for these two mountains are *Mettier* and *Rauch*, both of Bergün. They are thoroughly experienced and trustworthy.

Continuing our route from Bergün, we still ascend in long windings, pass the LAKE PALPUOGNA (conspicuous for the green colour of its water), and soon enter a romantic region,

Digitized by Google

where the *Albula* has its birth; then ascend the TEUFELSTHAL (the Devil's Valley, and deserving of the name). The road here is wonderfully engineered out of the face of the rock, and carried by means of a narrow stone bridge over a ravine of appalling depth. This, to our mind, is the grandest part of this Grand Pass. From hence we soon reach the summit of the Pass (7,600), where there is a hospice. The summit is overtopped by the CRESTA MORA (9,624), on the south; and the Albulahorn (10,790) on the north side. As we descend we see in front PIZ MEZZEM, and in the far distance, on the right, PIZ LANGUARD. The road drops down by 9 long zigzags, and in 1 hour we reach—

PONTE (5,557) (*see* page 346). *Hotel Post* (fair).

Distance from here to SAMADEN is *four miles*. There is a daily omnibus from Samaden for *Sils Maria* (*see* page 335). Thence by carriage to the Maloja. Consult map next page.

Digitized by Google



Digitized by Google

104. THE ENGADINE.

The magnificent valley known as the UPPER ENGADINE may be said to stand without a rival in respect to variety and grandeur of scenery. The valley, which is watered by the INN, is nearly 60 miles in length, but so uniformly narrow that a mile is its average breadth. It runs from north-east to south-west. Just below St. Moritz there is an elevation like a natural terrace, and this divides the valley into upper and lower ; the upper part being a region of stern mountains, profound gorges, stupendous glaciers, and deep lakes. These lakes are :—St. Moritz, Campfèr, Silva Plana, and Sils. There are about 16 lateral valleys, all very narrow, and varying in length from 2½ to 8 miles. Some of them are closed by ponderous glaciers, while all are wild and grand. Of the great glaciers the principal ones are :—The MORTERATSCH, the ROSEG, the FELLARIA, the FEDOZ, the CAMBRENA, the FEX, the SCERSEN, the PALÜ. Of these, the Roseg is the most extensive ; it is said to contain 30,000,000 of square yards superficial area. The next in size is the Morteratsch, which has 24,000,000 of square yards superficial. The length of the Roseg is nearly 18 miles, while the Morteratsch exceeds it by about a mile, and descends like a huge river into the forests, and 1,500 feet below the zone where vegetation ceases to flourish. Of smaller glaciers there are some scores, many of them being little known. The climate is severe, and the natives facetiously remark that they have nine months of winter and three months of cold weather. The air, however, is delightfully pure and bracing, and so rarefied and dry, that mountains an immense distance off seem quite near. The valley also boasts of several valuable mineral springs (which we deal with in our special article), the chief of these being those of St. Moritz. Less than fifty years ago the Engadine was a wild and almost inaccessible region, with few roads and little communication with the outer world. Its inhabitants were singularly primitive, but sturdy, independent, and honest. Now there are splendid roads, magnificent hotels, grand shops, and all the luxuries and requirements of modern life. The brown bear still lingers in the Engadine, but he has

Digitized by Google

his home in the inaccessible caverns of the loftiest peaks, and seldom ventures near the busy haunts of men. The Upper Valley is situated in the south-east corner of Switzerland, and in the canton of the Grisons. The routes into the valley are :—

1st.—By Landquart, the Prättigau, the Flüela, and Sus (*see* pages 292 and 321, 322).

2nd.—By Coire, Lenz, through the terrific Bergünerstein, and over the Albula to Ponte (*see* page 326).

3rd.—By Thusis, the Schyn Strasse, and the Julier Pass, to Silva Plana (*see* pages 309 and 318, 325).

4th.—From all parts of northern Italy by Chiavenna, the Val Bregaglia, and the Maloja Pass (*see* pages 317, 333).

5th.—Through the Val Tellina to Tirano, thence through Val Poschiavo, and across the Bernina Pass (*see* pages 353, 354).

The distances between the various places mentioned—all of which are fully described in following pages, are :—

From Maloja to Sils, 5 miles.

From Sils to Silva Plana, 3¼ miles.

From Silva Plana to St. Moritz, 4 miles.

From St. Moritz to Samaden, 3 miles.

From St. Moritz to Pontresina, by Lake of Statz, 4¾ miles.

As regards the mountains of the Engadine, they are little inferior to the Bernese Oberland, or even those of the Pennine range. There are three which exceed an altitude of 13,000 feet ; ten over 12,000 feet ; ten over 11,000 feet ; and four over 10,000 feet. As regards height and, perhaps, difficulty, the Piz Bernina (13,294) takes precedence. It was ascended for the first time on 13th of September, 1850. Previous to 1850 all the high mountains of this region were virgin. So far as our knowledge goes there is only one which as yet is unconquered, viz., a peak of MONTE DI SCERSEN (13,100). But, though the summits of the others have been trodden, they yet offer magnificent fields for mountaineering, and he who is anxious to test his powers will find here every opportunity to do so. First-class guides abound, nearly all of them being well acquainted with the great glaciers and peaks. The head-quarters of mountaineers are at Pontresina.

It is, perhaps, as well to mention here that, owing to the great altitude of the Engadine, the weather is cold even in the height of summer, and warm clothing is therefore absolutely necessary, while strong, nailed boots must not be forgotten. We will now describe the various routes, places, and excursions, but first of all we must show our readers who wish to come from Italy to the Engadine how they can reach their destination.

Digitized by Google

105. CHIAVENNA TO SAMADEN VIA THE VAL BREGAGLIA AND THE MALOJA.

From Chiavenna (*see* page 317) to Samaden is 35 miles. There is a diligence once a day, in 9 hours. The fares are, 13 f. 65 c. ; or 16 f. 40 c. for the coupé. The route is *viâ* the VAL BREGAGLIA and the MALOJA.

About 1½ mile from Chiavenna we pass a very fine waterfall, formed by the river MAIRA. Not far from here, on the opposite side of the stream, once stood a smiling and prosperous village, known as PLURS, which contained a population of 2,430. It was overshadowed by the great MONTE CONTO, but, in 1618, after having given many warnings, which unfortunately were disregarded, a ponderous slice of the mountain came down, and absolutely wiped the village and all its inhabitants off the face of the earth in the space of a few minutes. It was estimated that the débris measured upwards of 60 feet in thickness. Attempts to unearth the buried village proved unavailing, and not the slightest trace of it was ever brought to light. Over the huge grave a chestnut forest now flourishes, and Nature smiles sweetly, as though she had never been guilty of this great crime.

CASTASEGNA, 6 miles from Chiavenna, and 2,340 feet above the sea, is the first Swiss village we arrive at, but it is so near the frontier that it has all the Italian characteristics, and the language spoken is Italian. We next pass SPINO, then BONDO, which the natives affirm is not warmed by the sun's rays for three whole months out of the year.

Excursion from Bondo.

Bondasca Glacier. **Time, 4 hours. Guide, 7 francs. Highly interesting.**

Leaving PROMONTOGNO behind, we pass through a gallery called LA PORTA. Then comes STAMPA, BORGONOUVO, and—

VICOSOPRANO, the capital of the valley. There is a small inn here, with rough accommodation.

Digitized by Google

Excursion and Ascent from Vicosoprano.

To the Albigna Glacier, through the valley of same name. (Little known.) Time, 4½ hours. Guide not necessary, unless an excursion *on* the glacier is contemplated. In that case one must be secured; fee, 8 francs.

Ascent of Piz Duan (10,302). Time, 10 hours. Good guide required; 20 francs. This ascent is difficult, as the ledges of several precipices have to be traversed. The view from the summit is wonderful.

We now rise rapidly by windings, and reach CASACCIA (4,800), the highest village in the valley, and overlooked by a ruin called *Turratsch*.

Cross Route.

To Stalla (*see* page 326), **on the Julier, by the Septimer Pass.** A fine excursion, occupying 5 to 6 hours. A guide is not absolutely necessary, but it is better to take one, as the route is little frequented; the fee is about 10 francs.

From Casaccia we rise 1,200 feet by a most extraordinary series of zigzags, sixteen in number. In some places they seem to overlap each other. On surmounting the last of these, we gain the summit of the MALOJA, 5,942. Here there is an inn called *Hôtel Zum Maloja*; and a castellated château built by the Count de Renesse will be seen perched on a hill to the west.

Opposite the inn is a rock. The top can be reached in 2 minutes; it commands a magnificent view. The diligence halts for 10 minutes, so there is plenty of time.

A few minutes further on is the new and magnificent *Hôtel Kursaal Maloja*, which has been built by a Belgian company, with large capital. It is one of the most perfectly-arranged hotels in the Alps, and has been planned on approved and scientific principles. One of the features of this unique establishment is the ozonising of the air, on an entirely novel plan. This ozone is produced by electricity; and the electric light is used for the salons, corridors, and grounds. English resident physician, A. Tucker Wise, M.D. The house contains, besides a concert-room with stage, and fine public rooms, 350 bedrooms, all splendidly furnished. The place is intended as a summer

Digitized by Google

and winter station, and not the least interesting feature is the novel system of heating and ventilation that has been introduced into the house. As a sanatorium, the Maloja may now claim to be almost unrivalled. The Kursaal is the starting-point for many beautiful excursions. Amongst these are—

The ORDLEGNA FALLS. 25 minutes.

To the CAVLOCCIO LAKE. 50 minutes. Sombre and mysterious; enclosed by high mountains and glaciers.

CHIAVENNA can be reached in 3 hours. The ascent occupies 5 hours.

NOTE.—A new railway line is projected from Maloja to Landeck. The line would form a junction with the Arlberg Railway, and thus open, by way of Imst and Partenkirchen, direct communication between Munich and Milan.

Descending, the road soon crosses the INN, here but a puling stream. It takes its rise at the base of PIZ LUNGHIN (9,100). Then we reach the LAKE OF SILS, 4½ miles in length, and noted for its greenness. The mountain on the right is PIZ DELLA MARGNA (10,400), with a hanging glacier. Continuing, we presently come in sight of the FEDOZ GLACIER. The road skirts the lake, which is divided by a peninsula, and at the east end lies the village of—

SILS.

(5,890.) The village is divided into SILS BASELGIA, which is on the right of the Inn, close to where the river flows from the lake (*Hôtel de la Grande Vue*), and SILS MARIA, ½ mile on the banks of the FEXBACH, which at one time was a perfectly savage stream, that committed all sorts of mischief; but it has been tamed now by means of barriers and dams. There are two good hotels here, the *Alpenrose* and the *Edelweiss;* and the village boasts of a telegraph bureau and a meteorological station. The situation of this village is magnificent, and offers every inducement for a stay to those who do not wish for excitement.

Digitized by Google

Excursions from Sils Maria.

Up the Fex Thal. This valley is 5½ miles long, and commences at Sils Maria, and is closed at its upper end by the **Fex Glacier.** The valley is watered by a torrent which issues from a cavern in the glacier, and falls into the Silva Plana Lake, below Sils. Overshadowing the valley at its upper end is a vast array of mountains, including **Corvatsch** (11,345), the **Chapütsch** (9,911), **Piz Tremoggia** (11,325), **Piz Led** (10,043), **Piz d'Fora** (11,066), the **Chapütschin** (11,132). Guide not required.

To the Crasta Waterfall (very beautiful). Proceed up the Fex Thal for 1 hour as far as the church at Crasta. Then cross the stream by a wooden bridge, and follow the path that leads through the gorge. A little way past Crasta are a group of houses called **Curtius.** They stand at an elevation of 6,458 feet above the sea, and are inhabited all the year round. It is probably the most elevated village in Europe inhabited in winter.

To the Forno Glacier. Time, there and back, about 5 hours. Guide necessary; fee, 8 francs. Proceed to the plateau of the Maloja, thence follow the Muretto route to the chalets of **Pian Carrin** (6,527), thence a climb for 1 hour over *débris* to the glacier, which is traversed on the right side for two hours, when the so-called plateau of the glacier is reached. This is surrounded by an amphitheatre of mountains, including **Pizzo Torrone, Monte Forno** and **Sissone, Cima di Rosso, Cima del Largo, Cima di Cantun.**

Ascents from Sils Maria.

Malenco by Muretto Pass, thence Disgrazia Mountains (12,050). Time to Malence, 7 hours. For ascent of mountains night must be passed at Chiesa.

Muot Marmoré (7,287). Time, 3 hours. A guide is not necessary. Magnificent view.

Piz Tremoggia. Difficult. Time, 9 hours. Guide necessary; fee, 12 francs (rope and axe).

Piz della Margna (10,362). Time, 8 hours. Guide necessary; fee, 7 francs. View very fine.

Piz Lunghino (9,200). Time, 5 to 6 hours. No difficulty. Path all the way. Magnificent view.

The starting-place for these two mountains is really at the Maloja.

Cross Routes from Sils Maria.

To the Roseg Valley and Pontresina by Fuorcla de Fex. Time, 8 hours. Guide, 10 francs. Splendid views.

To S. Martino in the Val di Masino (*see* page 355), by **Forno Pass.** Guide necessary. The route is the same as to the plateau of the Forno Glacier (described above). Thence S. Martino is reached in about 6 hours.

Digitized by Google

Continuing our journey down the valley from Sils, we reach the lake of SILVA PLANA, and, skirting it for nearly 4 miles, we arrive at—

SILVA PLANA.

(5,954.) Hotels: *Zur Post* (good), *Zum Wilden Mann* (fair, but small). Pensions: *Tschumpert* and *Rizzi*.

This is a beautifully situated village, with a population of 250. It stands at the foot of the Julier Pass, and is close to the lake of the same name and LAKE CAMPFÈR. ½ mile off is the hamlet of SURLEG, but it is now nearly all in ruins, owing to inundations from Surleg torrent. Silva Plana is a busy spot in summer, as it is the meeting-place of several roads, and much traffic passes. There are many attractive walks in the neighbourhood.

Ascents.

Piz Julier (11,106). Very difficult. Time, 7 to 8 hours. Good guide indispensable (rope and axe); fee, 15 francs. View magnificent.

Piz Pulaschin (9,900). Not very difficult. Guide necessary, however; fee, 10 francs. Time, 6 to 7 hours. View limited.

The Piz Surleg. There is a horse-path as far as the **Fuorcla da Surleg.** From the Fuorcla the ascent occupies 4 hours; descent, 2½ hours. Guide necessary; fee, 10 francs. Magnificent view.

Piz Corvatsch (11,345). Horses as far as the Fuorcla (as above). Thence with guide, 4 hours; fee, 10 francs. Magnificent view.

Cross Route.

To Pontresina by Fuorcla da Surleg (*see* above). Time, 7 hours. Guide, 10 francs. The descent from the Fuorcla should be made to the right by **Alpôta,** which commands magnificent view of the Roseg Glacier. This is a very fine excursion, and not difficult.

Between the lakes of Silva Plana and Campfèr there is a connexion by an artificial channel. Overlooking these lakes from a hill (6,280) is a café, called *Crestalta*; it commands an imposing view. There are boats on both lakes; fee for crossing, ½ franc per person. 2 miles from Silva Plana and we arrive at—

CAMPFER.

(5,975.) Hotels: *Julierhof*, *Campfèr*, *Haus Cazin*, *Haus Meuli*. A very prettily situated village, belonging partly to St. Moritz, and partly to Silva Plana. It is divided by a

Digitized by Google

stream, called the SUVRETTA. This stream is crossed by a bridge, and on the other side the road divides, the one going right makes a descent to St. Moritz Bad, while the left one ascends a little to the village of—

ST. MORITZ.

' (6,050.) Hotels: *Victoria, du Lac* (good), *Engadinerhof, Engadiner Kulm* (good), *Belvederehof St. Moritz.*

Pensions: *Stredtel, Gartmann, Peter*, and several others.

English Church Service is held here in summer. There is communication by telegraph with all parts, and the mails are despatched and arrive once a day. Carriages can be hired at a fixed tariff, which is generally displayed in the principal hotels and pensions.

ST. MORITZ is the highest of the Engadine villages, and surpasses the Maloja Pass by 129 feet. The population is about 500. It is magnificently situated on a sunny slope, and is now both a winter and summer resort. The lake, which lies below, swarms with trout, but, as is the case in most high Alpine lakes, they are not easily taken. Although as far back as the 15th century it was a place of pilgrimage for Swiss and Italians, it is only within the last 20 years it has commenced to attract the attention of foreigners on account of its mineral springs. Large hotels have been erected, and all descriptions of shops opened. The summer season is extremely short, and the charges are in consequence high. The air is wonderfully pure and bracing, and the waters are said to possess many curative virtues (*see* our special article). At the baths there is a large *kurhaus*, well fitted up with every kind of bath. Bathing goes on all day, but the waters are drunk from 7 to 10 a.m., during which a band plays on the Kurplatz. The hotels, *du Lac* and *Victoria* (both of which can be strongly recommended, though they are expensive), are opposite the baths. There are several doctors; one of them, Dr. Biermann, resides in the *Hôtel du Lac*, and another, Dr. Brügger, in the *kurhaus;* Dr. Berry also receives patients in the morning at the *Villa Beausite.*

OMNIBUSES run daily to *Samaden, Pontresina*, and to *Sils Maria.*

During the short season St. Moritz presents a very animated scene, and representatives of nearly all European countries may be found there. The lake is well provided with boats, which are freely used. In the neighbourhood are many charming

Digitized by Google

walks, and long excursions can be made up and down the valley. Not the least interesting of these excursions is that to the HOSPICE on the BERNINA, which would also include the MORTERATSCH GLACIER. The time required is about 10 hours by carriage.

Ascent.

The Piz Nair (10,000) from the Alp Giop. Time, about 7 hours. Guide necessary, 6 francs. This ascent is easy, and the panorama from the summit is wonderful. It certainly should be seen.

Cross Route.

To Pontresina, by Acla Silva and Statz Lake. Time, 2½ hours. Guide not necessary. This is a very pleasant way of reaching Pontresina, as the walk is full of interest. It is not easy to mistake the path to be taken.

Continuing our journey down the valley, we pass a waterfall, formed by the Inn as it flows from the lake. A little further on, a view of the Lower Valley is disclosed, and ZUZ can be seen. 2 miles from St. Moritz are the villages of CRESTA and CELERINA, which are divided by a small stream, called the SCHLATTAIN-BACH. From here we soon reach—

SAMADEN.

(5,656.) Hotels: *Kurhaus Samaden* (good), *Bernina* (good), *des Alpes* (good), *Gasthaus Zum Innthal*, *Zur Krone*.

OMNIBUS runs daily to St. Moritz, Morteratsch Glacier, and Bernina.

CARRIAGES. These can be hired from Peter Geusler, who keeps a large stock of horses during the season.

CHEMIST, Samuel Bernhard.

SAMADEN is the political capital of the Engadine. Its population is 800. The Court of Justice for the Upper Valley is here. There is also a very large rifle range, where shooting-matches take place, generally on a Sunday. The village also boasts of a newspaper, called the *Fögl d'Engiadina*. It is published weekly. The telegraph-office is extensive, and has about twelve instruments, which during the season are kept actively employed. This is principally owing to the fact that the village is the centre of the Upper Engadine postal system.

Digitized by Google

Ascent from Samaden.

Piz Ota (10,674). Time, 5 hours. Inexperienced people require a guide. To **Fontana Fraida** (two-thirds of the way) there is a horse-path; from where this ends a foot-path, constructed at considerable expense, runs to the top; in parts passing over steep rocks, once difficult but now rendered easy by iron rods. The panorama from the summit is wonderful, and equal to that from Piz Languard (*see* page 345).

PONTRESINA is 4 miles from here. The road now crosses the Bernina (*see* page 353).

The group of mountains known as the Bernina is a magnificent range of giant peaks and enormous glaciers. The highest summit is PIZ BERNINA (13,294) (*see* page 343). The range separates the valleys of the Upper Engadine, the Bregaglia, and the Val Tellina.

PONTRESINA.

(5,927.) Hotels: *Roseg* (good), *Saratz* (good), *Krone*, *Weisses Kreuz*, *Languard*, *Steinbock*. Several pensions.

The village of Pontresina is magnificently situated at the foot of the great Bernina Pass, and for grandeur of its surroundings it may claim to rival Zermatt. Great glaciers and mountains encircle the village; and in the immediate neighbourhood are many splendid waterfalls. The air is singularly dry and bracing, and in summer the weather is delightful. The village is built on a terrace above the stream, known as the FLATZBACH. As in Chamounix, there is a *Société des Guides*, most of the men being capable and trustworthy. There is a fixed tariff, which will be supplied by the landlords of the hotels, or it can be obtained at the bureau of the Société.

Excursions from Pontresina.

To the Morteratsch Glacier. Guide not necessary, unless you are going on the glacier. A carriage to within 10 minutes' walk of the glacier can be had for 4 francs. The distance is 3½ miles. On the left of the glacier there is a path, which in ½ hour leads to the "**Signal**," which commands a splendid view. A still finer view is obtained by continuing to ascend for 1½ hours more to **Boval Hut.** The way to it is rough, and over snow.

To the Roseg Glacier. Time, 3 hours. Guide not necessary. The road is easily found. A restaurant will be passed *en route*. An ascent should be made to the **Alp Ota**, the path to which begins at the restaurant. This point commands a magnificent view of the glacier and an amphitheatre of mountains.

Digitized by Google



THE ROSEG GLACIER.

Digitized by Google

Digitized by Google

To the Bernina Hospice and the neighbourhood, including the so-called Diavolezza excursion. For the whole of this excursion—which is very grand—a guide is necessary. 12 hours at least are required; therefore the better way is to drive the night before to the **Bernina Hospice** (7,615), which is comfortably fitted up as an hotel, and offers fair accommodation. The distance to this point is 6½ miles. A guide should be ordered at Pontresina, and the start from the Hospice should be made early. On the way we obtain a fine view of several lakes, including the **Skalasee, Weissee, Schwarzsee, and Kleinsee.** ½ hour on the other side of the Pass are some avalanche galleries, which are interesting as showing the powerful masonry that is required to protect the road. At the Hospice saddle-horses and mules can be had to go to **Bellevue Grün** (1½ hours), which commands a magnificent view. **Piz Lagalp** (9,725) can be ascended from the Hospice in 2½ hours. Guide not absolutely necessary, except for inexperienced people. The view is very fine. **Piz Campascio** (8,500) is also another favourite excursion from here. Time by road to top, 1½ hours. Superb view. To the **Diavolezza,** 9 hours must be devoted, starting from the Hospice. After 1½ hour's ascent we come to the **Diavolezza See;** thence in the same time to the summit of the col, from which there is a marvellous panorama. We now descend to the **Pers Glacier,** and reach the **Isle Persa,** a lonely rock in an ocean of ice. Thence we pass on to the lower part of the Morteratsch Glacier, and so back to Pontresina. This expedition—which is entirely free from danger—may vie with any in the Alps, as one is admitted into the very heart of the glacier-world without having to run those risks which are generally associated with excursions of this nature.

Ascents from Pontresina.

Piz Bernina (13,294) must certainly be placed at the head of this list as being the monarch amongst these grim mountains. The ascent is extremely difficult and even hazardous, and under no circumstances must tyros in the art of mountain-climbing attempt it. Two good and trustworthy guides are indispensable, and there must be a plentiful supply of rope, and three or four axes amongst the party, which should not number more than four. The fee for each guide is 80 francs, which we have no hesitation in saying is well earned. The programme to be followed is,—start the previous evening with an ample supply of provisions, wine, &c., and walk leisurely to the **Boval Hut,** erected by the Swiss Alpine Club, in the Morteratsch Valley. Here you sleep on a bed of hay, and the guides must carry wood thus far for a fire. At one o'clock the next morning start with lanterns, and scramble over the moraines, to the so-called **Labyrinth,** which is a hazardous passage amongst the mighty séracs of the Morteratsch Glacier, and it must be accomplished while the night-frosts hold the ponderous masses of ice imprisoned. Or, not being able to accomplish this, we proceed to what is known as the **Festung,**

Digitized by Google

and so gain a snow-basin lying between Bernina and **Crasta Güzza**, where a pause may be made to breathe, and to view the awfully weird region of ice and snow that everywhere surrounds the traveller. Hence we get on the south-east arête, and we soon find that what we have already done is child's work compared with what lies before. It seems as if from this point we could reach the peak in a couple of hours; but five long hours are necessary, during which every faculty is taxed to the utmost. The crest of the arête is usually solid ice, and the fearful slopes plunge down at an appalling angle into the yawning crevasses beneath. The utmost caution, steadiness, and perseverance are needed here. The last hour is the most trying of all, as a dizzy ice precipice has to be scaled by means of notches cut in the ice, and as one climbs up his face nearly touches the wall of ice, and when we have mastered this we gain the summit, which is a ridge not unlike the letter S in shape. The western side sinks down almost vertically, for several thousand feet, to the **Tschierva Glacier.** There is a cairn of stones and a wooden cross on the top.

The view is entrancing, and embraces all the loftiest peaks of Switzerland, as well as those of the Tyrol and Vorarlberg, the Salzburg and Italian mountains, and, in clear weather, the great plains of Germany, while at our feet stretch limitless expanses of snow fields and vast glaciers. Truly, Nature rewards him who has the courage and strength to penetrate into her hidden fastnesses. The descent, as is almost invariably the case in mountain work, is more difficult than the ascent; possibly for no other reason than that one has to look down instead of up, and it requires a steady head and strong nerves to balance one's self on an ice ridge with unfathomable abysses on either side.

Monte di Scerscen (13,015). The difficulty of this ascent may be gathered from the fact that the fee for a guide is fixed at 150 francs; and, as 2 guides are imperative, the cost is pretty heavy. Up to 1877 the mountain was virgin, but in that year the summit of the lower peak was gained after many ineffectual attacks had been made. The view is not so grand as from the Piz Bernina. Between this mountain and the Piz Roseg lies a col, known as the **Fuorcla Tschierva Scerscen** (11,601). It is one of the most difficult cols in the Alps, and up to 1872 had never been reached.

Piz Palü (12,836). First ascended on July 22nd, 1868. This mountain has three peaks. The start is made from the Bernina houses. Time from there, 10 hours. Two guides, 50 francs each. The commencement of the work is perhaps the most difficult part. The three peaks are usually ascended one after another. Each commands a most magnificent panorama. As compared with the last-named, and even with Piz Bernina, this mountain is easy, but a steady head is necessary.

Piz Roseg. 12 to 13 hours. Guides, 90 francs each. Exceedingly difficult, but grand. First ascended, July 28th, 1865.

Piz Zup (13,100). Time, 9 to 10 hours. Guide, 50 francs. First ascended on July 9th, 1863. The panorama from the summit is marvellously grand.

Piz Glüschaint (11,806). First ascended, 1863. Time, 8 to 9

Digitized by Google

hours. Guide, 30 francs. Grand view. Climb not particularly difficult.

La Sella (11,769). First ascended, July 29th, 1863. Time, 9 to 10 hours. Guide, 30 francs. Not particularly difficult. Grand view.

Crasta Güzza (12,703). First ascended, July 17th, 1865. Time, 18 hours. Guides, 60 francs each. Exceedingly difficult. The route is through the ice fall to the so-called *Corridor*, if the state of the snow permits; if not, you must mount the Morteratsch Glacier to the *Fortress* (a projecting rocky point not unlike a fortification). Thence there is a scramble to the névé-covered plateau below Bellavista. From here a circuit has to be made to get on to the western side of the mountain, and so to the summit, from which there is a grand view.

Bellavista (12,864). 12 to 14 hours. Guide, 50 francs. First ascended, Sept. 10th, 1868. The first part of the route is same as for the last-named mountain as far as the Fortress, thence you go straight up steep ice and snow slopes. Grand view.

The Piz Tschierva (11,719). First ascended on August 19th, 1850. Time, 7 to 8 hours. Guide, 20 francs. A splendid climb, and not difficult.

Piz Capütschin (11,139). First ascended in 1850. The start should be made early from the restaurant in the Roseg Valley. Time from there, 8 hours. Guide, 25 francs. Another route is from the Boval Hut (*see* page 340). The view is very fine.

Piz Corvatsch (11,345). Time, 5 to 6 hours. Guide necessary, 14 francs; if the return is made by Silvaplana, 16 francs is the fee. The way is rough and laborious, but the view is splendid. The route commences at the Rosegg Inn, and passes over the Corvatsch, or Alp-Ota Glacier. The panorama embraces the chain of the Bernina and the Engadine, which lies at one's feet like a map.

Piz Moteratsch (12,316). Time, 6½ hours. Guide, 30 francs. The ascent can be made from the Rosegg Inn or the Alp-Misaun. The excursion is a very beautiful one, but a steady head is indispensable.

PIZ LANGUARD.

(10,715.) This is one of the most popular excursions in the Engadine. There is no record of the first ascent. There is now a horse-path to the very foot of the peak (horse, 10 francs). Thence by a well-defined track to the summit. A guide is not required. Time, up and down, 7 hours. The panorama from the summit is marvellous. It has been referred to by one writer as "too grand and mighty, too vast and majestic, too sublime and awful, ever to be accurately described by any known language."

The start for the summit of the peak should be made early in the morning, as, very frequently, after the sun has risen, the middle and far distances are obscured by haze.

Digitized by Google

Cross Route from Pontresina.

To Sils Maria. Time, 8 hours. Guide, 18 francs. Not difficult, and highly interesting.

To Sondrio (capital of the Val Tellina—*see* page 354) **by the Sella Pass** (10,843). Time, about 8 hours. Guide, 50 francs. A magnificent excursion.

A ROUND TOUR.—Three days.

1st.—The Roseg Glacier, Sella Pass, Scersen, and Fellaria Glaciers to the Fellaria Chalets. Time, 12 hours. Rough accommodation to be had at the chalets, but take a good supply of provisions.

2nd.—Over the PASS OF CAUCIANO to Poschiavo (*see* page 353). Time, 8 to 9 hours.

3rd.—By the BELLAVISTA PASS (12,799) and Morteratsch Glacier to Pontresina. Time, 12 hours.

This excursion is exceedingly grand, but should only be undertaken by experienced walkers with a good and trustworthy guide, whose fee would be about 14 francs a day and food. Ropes and ice axes needed.

A ROUND TOUR.—Two days.

From Pontresina to the Bernina Hospice by the Sella, Scersen, Fellaria, and Palü Glaciers, reaching the Hospice by the CAMBRENA COL (11,200). The time should be divided as follows :—

1st day.—To the Fellaria Chalets (*see* above).

2nd day.—To the Hospice, thence back to Pontresina.

This is a magnificent glacier expedition, and not particularly difficult. Good guide, however, is indispensable; rope and axe. The latter part of the journey should be made early in the morning, in order to avoid certain places where ice is likely to fall after the sun gets high.

106. SAMADEN TO SCHULS AND BATHS OF TARASP.

Distance, 34 miles. Diligence twice a day, in 7 hours ; fare, 12 francs ; coupé, 16 f. 40 c. Carriage, 1 horse, 36 francs; 2 horses, 50 francs.

Just after leaving Samaden a magnificent panorama of the lower valley is revealed, and passing the village of BEVERS we arrive at—

PONTE (*see* page 330). Hotel: *Post.* Stands at the foot of the Albula.

Digitized by Google

Ascents from Ponte.

Piz Uertsch or Albulahorn (10,790). Time, 7 to 8 hours. Guide, 35 francs. For mountaineers only; view magnificent.

Piz Kesch (11,200). Time, 7 to 8 hours. More difficult than the above. Guide, 40 francs; view very fine.

Munt Müsella (8,650). Time, 4 hours. Guide, 8 francs. There is no difficulty, and the view is very grand.

Leaving Ponte behind we pass MADULEIN, where there is a ruined castle called GUARDAVALL (Guard the Valley), and reach—

ZUZ (5,552). Hotels: *Concordia*, *Schweizerbund*, and *Pension Ponet*. This is an extensive village, with a tower supposed to be very old.

Ascents from Zuz.

Piz Mezaun (9,700). Time, 5 hours. Guide, 6 francs; easy. View splendid.

Piz Griatschouls (9,754). Time, 6 hours. Guide, 6 francs; moderately easy. Fine panorama.

The next village is—

SCANFS (5,400). Hotel, *Steinbock*.

Ascent from Scanfs.

Piz Casana (10,104). Time, 8 to 10 hours. Guide, 15 francs. Not very difficult; view splendid.

Piz Casanella (9,616). Time, 8 hours. Both these mountains are ascended from the Casana Pass.

Cross Routes.

To Livigno in the Val Tellina. Guide not necessary. The route is through the **Val Casana**, and over the Casana Pass. There is a good bridle-path; time, 8½ hours; a charming walk.

To Davos Platz by the Scaletta Pass (*see* page 321).

From Scanfs we enter into a gloomy gorge, and passing several small villages arrive at—

ZERNETZ (4,899). Hotel: *Bär*. The village was burnt down in 1872, but the church (date, 6th century) escaped.

Ascents from Zernetz.

The Mont della Baseglia (9,794). Time, 5 hours. Guide, 6 francs. Difficult.

Piz Sarsura (10,420). Time, 8 hours. Guide, 12 francs. The route is through the Val Sarsura, and over the Sarsura Glacier. View very fine. Rope and axe required.

The Piz d'Arpiglia (9,930). Time, 5 hours. Guide, 6 francs.

Piz Nuna (10,262). Time, 7 hours. Guide, 9 francs.

The two last command fine views, but the ascents are difficult.

Digitized by Google

Cross Routes from Zernetz.

To Livigno by the Passo del Diavel (9,300). Time, 11 hours. Guide, 20 francs. Very fine excursion.

To Münster. Distance, 26 miles. Diligence daily, in 7 hours. There is a new road, which is very attractive. It runs at first through the gorge of **La Serra**, which is watered by the **Spöl**.

SUS (4,643). Hotels: *Rhätia, Schweizer Hof, Flüela.* A romantically-situated village, overshadowed by PIZ D'ARPIGLIA and PIZ MEZDI (*see* below). The ruined castle on the hill is Roman.

Cross Routes from Sus.

To Davos Platz and the Prättigau by the Flüela Pass (*see* page 321).

To Klösters by Vereina Pass (*see* page 322).

LAVIN (4,700). Hotels: *Piz Linard, Weisses Kreuz, Steinbock.* A finely-situated village at the entrance to the VAL LAVINUOZ. Burnt down in 1869.

Ascents from Lavin.

Piz Linard (11,229), which is the lion of the place, and the loftiest mountain in the Silvretta chain. Time, 8½ hours. Guide, 20 francs. Not very difficult; view splendid. There is a bridle-path for three hours as far as the Alp Glims, where there is a hut which affords shelter in case of bad weather.

Piz Mezdi (9,600). Time, 6½ hours. Guide, 10 francs. Splendid view.

Piz Cotschen (9,950). Time, 7½ hours, *viâ* village of **Guarda**. Guide, 12 francs. Fine view.

Piz Buin (10,938). Time, 8 to 9 hours. Guide, 26 francs. The ascent is somewhat difficult, but the view from the summit well repays.

Cross Route from Lavin.

To Klösters (*see* page 322) **by the Silvretta Pass.**

ARDETZ (4,832). Inns: *Sonne, Krone, Kreuz.* A prettily-situated village. The ruins of the castle are called *Steinsberg.*

Five miles from here is the village of FETTAN. Hotels: *Victoria, des Alpes.* Fettan is situated in a most beautiful position, from which many charming excursions can be made. Its position (3 miles from Schuls, and 4 miles from Tarasp,—*see* next page,—whence the mineral waters are sent), together with the pure air, attract a great many invalids, who here find quiet and rest.

The drive between Ardetz and Schuls is very fine, the scenery being wild and grand. Soon after leaving Ardetz the road crosses the VAL TASNA, from which the Tyrol can be reached by a very difficult glacier Pass, called the JAMTHALER JÖCH (9,100). This valley, which is not much known, is well worth exploring.

Digitized by Google

BATHS OF TARASP.

There is a large *kurhaus*, with post and telegraph, and a resident physician (for particulars of Springs *see* special article). Just above Tarasp is the village of VULPERA, where there are many pensions, generally filled with invalids. Close to Tarasp is the castle of the same name. It was once the residence of an Austrian governor.

A new English Church has been opened here.

SCHULS (3,950). Hotels: *New and Old Belvedere* (well conducted and comfortable), *Post*, *Piz Chiampatsch*, *Helvetia*, *Schwarzer Adler*. This village is beautifully situated, and owes its importance to the mineral springs which abound in the neighbourhood.

Ascent from Schuls.

Piz Lischan (10,200). Time, 7 hours. Guide (10 francs) not necessary, except for the totally inexperienced. There is a path right to the top. Magnificent view.

Excursion from Schuls.

To Nauders, in the Tyrol. Distance, 15 miles. Diligence twice a day, in 4 hours. Fare, 5 f. 75 c.; coupé, 7 f. 85 c. We strongly recommend this route to the notice of pedestrians. It is rich in grand and romantic scenery, that cannot be enjoyed from a diligence. Mountains, gloomy ravines, and fine waterfalls abound. The principal village passed on the way is **Martinsbruck**, where there is an inn. Soon after this the frontier between Switzerland and Austria is crossed, and thence onward the scenery is beautiful.

Tourists who have been staying in the Engadine, and wish to make their way to Bâle, cannot choose a better route than this, as, from Nauders, Bregenz (*see* page 359), on Lake Constance, can be easily reached. Thence Rorschach (*see* page 359) can be visited; Constance (*see* page 363), the Falls of the Rhine (*see* page 367), and so on to Bâle. This tour is fully described in the following pages.

107. NAUDERS.

The new Arlberg tunnel was opened for traffic in the summer of 1884, and since then the Pass has been less frequently used. It is well worth traversing, however. Particulars will be found on next page.

Hotels: *Post* (good), *Mondschein*. This village, which is in Austria, and is a good starting-point for the Tyrol, is on the route of the STELVIO PASS (*see* page 355).

There is now railway communication between Landeck and

Digitized by Google

Bludenz by means of the Arlberg tunnel, which was successfully pierced in November of 1883. The Austrian Emperor, in his speech at the opening of Parliament in 1879, mentioned the Arlberg Tunnel as a work which must be undertaken. In the May of the following year the plan of a tunnel at a height of 1,310 mètres above the level of the sea and 10,270 mètres long, to be completed in six years, at an expense of 16,216,000 florins, was voted by the Austrian Reichsrath, and immediately carried into effect. The eastern and western halves of the tunnels were given to different engineers, who undertook to bore their share of the tunnel each with a machine of a different system. In the middle of November, 1880, the preparatory works were so far advanced as to admit of the use of machines, which were set to work by the 17th November, 1880, on the eastern, and by the 13th November on the western side. On the eastern side, the machine used was constructed according to percussion boring system (Ferroux's machine); on the western Brandt's hydraulic turning-bore machine was used. The number of men employed on the eastern side during the first half-year varied from 250 to 700; in the year following from 1,041 to 1,453; in the next 2,000 men were employed. On the western side, the number of men employed in the first year varied from 241 to 986; in the second year from 1,000 to 1,450; in the third year from 1,600 to 1,900; in the fourth 2,800 were employed. The entire tunnel has been constructed in four years, and is 8 miles long.

NOTE.—The historical reminiscences attaching to the road across the Arlberg are not so numerous and not so important as those which are connected with the St. Gotthard. In 1319 the road was commenced; in 1335 it was completed, and formed the only line of communication between the Vorarlberg and the Tyrol. But the journey across the mountain in winter was difficult to perform and at times even dangerous. A shelter-house, similar to the *hospice* on the St. Gotthard, was therefore urgently required. A youth, whom history names Henry the Foundling, went begging through all the countries of Europe and when he had collected sufficient funds, he built a house on the top of the Arlberg, and founded a monastery there, dedicating it to St. Christopher, the giant saint, who has always been considered the safest guardian of wayfarers.

The distance from Nauders to Bregenz is 108 miles *over* the Arlberg, and the journey is divided as follows (*see* route map, page 309):—

1st.—To LANDECK. Diligence daily, in 5¼ hours, 26½ miles; thence by the new Arlberg tunnel, or by foot or private carriage over the Pass.

2nd.—Bludenz to BREGENZ, by railway in 2¼ hours. Fares: 1st, 2 fl. 40 kr.; 2nd, 1 fl. 80 kr.; 3rd, 1 fl. 20 kr. (Austrian money). Thence, by rail or steamer, to Rorschach, Constance, or Schaffhausen.

Digitized by Google

The whole route is replete with grand scenery. On leaving Nauders we traverse the FINSTERMÜNZ PASS, which commands splendid views. The Pass is protected by some fortifications, and not far from them is a small village, called HOCH FINSTERMÜNZ, which is renowned for the glorious view it commands. From here we pass several other small villages, and reach REID. Hotels: *Post*, *Kreuz*. The neighbourhood of Ried is rich in mineral springs (principally sulphur) and ruined castles. Hence we pass on to—

LANDECK. Hotels: *Schwarzer Adler*, *Goldner Adler*. This is an important village, through the middle of which runs the Inn. The train can be taken here through the tunnel, but the road is preferable.

NOTE.—From Landeck to Innsbruck by railway in 3 hours. Fares: 1st, 3 fl.; 2nd, 2 fl. 20 kr.; 3rd, 1 fl. 50 kr. (Austrian money). Innsbruck is the junction for the Brenner line.

We next reach—

FLIRSCH. Hotel, *Post*. 2 miles from here is an extraordinary fissure in the rocks, called the KLAMM; it is 400 yards long and 37 yards wide. The precipices on each side rise for 600 feet, and nearly touch at the top. It is well worth a visit.

The village next passed is ST. ANTON, beyond which is the frontier between the Tyrol and Vorarlberg. Thence we drop down to STUBEN, pass some fine waterfalls, leave DALAAS behind, and arrive at—

BLUDENZ. Hotels: *Kreuz*, *Krone*, *Post*. The village is well situated, close to the BRANDNER THAL, and overshadowed by the splendid SCESAPLANA (*see* below).

Excursions from Bludenz.

To the Lünersee. Time, 6 hours. Guide not necessary. Path cannot be mistaken. The lake, which is remarkable for its dark green colour, is 6,320 feet above the sea. It is romantically situated. On one side is a club hut belonging to the German Alpine club. In summer refreshments can be had.

The Montavon (*see* page 323). This is a fertile and populous valley, which is separated from the Prättigau (*see* page 324) by the *Rhæticon* chain of mountains, across which there are numerous Passes. The principal village in the valley is **Schruns**, where there are several hotels, and it offers an admirable base for exploring the region, and making many beautiful ascents.

Ascent from Bludenz.

Scesaplana (*see* page 323). Time, 7 hours. Guide, 6 *florins*. The route is to the club hut, on the banks of the Lünersee, thence over the **Todtenalp**, and a steep ascent to the so-called *Cheminée*, and over a glacier. The view from the summit is wonderfully grand. Descent can be made to **Seewis** (*see* page 323).

Digitized by Google

On leaving Bludenz the train should be taken as far as FELDKIRCH (12 miles), where 2 or 3 hours should be spent, and the journey continued by a later train.

FELDKIRCH. Hotels: *Englischer Hof* (good), *Lowe*, *Bär*. This is a handsome town, placed by nature in such an impregnable position that it is considered one of the keys to the Tyrol. The parish church is worth a visit, as there is a "Descent from the Cross," by Holbein. One mile to the west is a hill, called ST. MARGARETHENKOPF, which commands a magnificent view of the Rhine Valley as far as the Boden See. A carriage, there and back, costs 1½ florins. DISTANCE FROM FELDKIRCH TO BREGENZ, 23 MILES BY TRAIN.

NOTE.—There is direct rail communication between Feldkirch, and Munich, and Vienna.

BREGENZ.

In Austria, and on the south-east shores of Lake Constance. Hotels: *Oesterreichischerhof* (good), *Montfort* (close to station), *Weisses Kreuz*, *Adler*, *Krone*, *Schweizerhof*, *Löwe*. A sweetly-situated village, and a capital place for a stay. The neighbourhood abounds in pleasant walks and drives.

There is direct communication by rail with LINDAU (*see* page 359), thence to all parts of Bavaria and Germany. Direct rail also to Rorschach (*see* page 359), CONSTANCE (*see* page 363), SCHAFFHAUSEN, BÂLE, and all parts of France.

108. A ROUND TOUR.

(Consult Map of Engadine.)

1st.—From SAMADEN, by the BERNINA, to TIRANO, at the head of the VAL TELLINA. Distance, 35 miles.

2nd.—TIRANO, by the STELVIO PASS, to NAUDERS. Distance, 84 miles.

This route may be varied as follows:—

1st.—To TIRANO, thence down the VAL TELLINA to COLICO, on LAKE COMO. Distance, 47 miles.

2nd.—To CHIAVENNA, at the foot of the SPLÜGEN, thence to SAMADEN, *viâ* the VAL BREGAGLIA (route described on pages 317, 333).

Whichever of these routes is chosen, the traveller will pass through a succession of magnificent Alpine scenery, and see an immense deal in a short space of time. We recommend, however, that the return should be made to Nauders by the Stelvio, which is sternly grand, and embraces views of great peaks, tremendous glaciers, and splendid waterfalls.

From Samaden a diligence leaves daily for Poschiavo (*see* next page). Time, 6 hours. Fare, 8 f. 65 c.; coupé, 11 f.

Digitized by Google

60 c. Thence to Tirano, in 8¾ hours ; 13 f. 90 c. ; coupé, 16 f. 70 c. The latter part of the journey can be performed much cheaper by taking the omnibus, which plies between Poschiavo and Tirano, and by which the fare is 4 f. 40 c. The 'bus, however, is not very agreeable.

The route as far as the summit of the Bernina Pass has been fully described (*see* pages 333–344). Commencing our descent from the Hospice, we pass through two avalanche galleries, and then wind down to La Motta, and ½ mile further to La Rösa, and in 2 miles more we reach Pisciadello, at the bottom of the valley.

There is a cross route from here to Bormio by the Val Viola Pass (8,102). The time required is 11 hours, and inexperienced people should take a guide. The route, however, has nothing particular to recommend it, and the scenery is tame but pretty.

As we continue on our journey we get some fine views, especially on the right, where the great glacier of the Pizzo di Verona (11,300) descends.

Poschiavo. A small and busy town, with several manufactories. The inhabitants speak Italian.

Ascent from Poschiavo.

Pizzo Sassalto (9,394). Time, 6½ hours. Guide, 8 francs. Not difficult. View magnificent.

From Poschiavo we make our way to Le Prese, which stands at the head of the Lake of Poschiavo (Lago di Poschiavo). There is a bathing establishment here, the water being strongly impregnated with sulphur (*see* page 90). The situation is beautiful, and is much frequented by Italians. There were formerly some fortifications here, but they are in ruins. A little further on is a cross, which marks the spot where in 1836 three brothers were killed by the fall of an avalanche. We pass through a ravine, noted for its waterfalls, and gain—

Brusio, and, crossing the frontier, come to Campo Cologno, where the Italian custom-house is, and luggage is examined. 1 mile further is Madonna di Tirano, in the valley of the Adda. This region was Swiss down to 1797, and belonged to the Canton of the Grisons. Good wine is produced in the neighbourhood. In 1½ mile we arrive at—

Tirano. Hotels : *Posta, Stelvio, Due Torri.* A town of some importance, containing decayed mansions of some of the old Italian nobility. The town commands a fine view of Monte Mortirolo in the east.

Digitized by Google

109. FROM TIRANO TO COLICO BY THE VAL TELLINA.

Distance, 48 miles. Diligence daily. Time, 9½ hours. Fare, 11 f. 5 c. Carriage and 1 horse, 37 francs.

The Val Tellina is celebrated for its red and white wines, which, under the name of *Veltlinas*, are consumed in large quantities in Switzerland and Italy. The wines are principally known as *Montagner*, *Sassella*, *Grumello*, and *Inferno*. The following special analyses of samples of each wine, which we had collected under the most favourable circumstances, were made by Mr. Philip Holland, F.C.S., analytical chemist, of Manchester.

PARTS BY WEIGHT IN 100 VOLS. OF THE WINE.

MONTAGNER.	
Sp. gr.	0·9975
Alcohol by volume	10·660
Total fixed Acid, calculated as Tartaric	0·840
Volatile Acid, calculated as Acetic	0·036
Bitartrate of Potash	0·140
Sugar	0·800
Ash	0·240
Total Solids at 212° Fah.	2·280
Water, and other constituents not determined ...	...

	Sassella.	Grumello.	Inferno.
Sp. gr.	0·9975	0 998	0·9975
Alcohol by volume	11·000	10·830	10·750
Total fixed Acid, calculated as Tartaric	0·592	0·675	0·495
Volatile Acid, calculated as Acetic	0·030	0·060	0·024
Bitartrate of Potash	0·094	0·141	0·094
Sugar	0·280	0·320	0·330
Ash	0·192	0·258	0·252
Total Solids at 212° Fah. ...	1·970	2·150	1·760
Water, and other constituents not determined	...	...	...

Digitized by Google

The preceding analyses show the general composition of the red Veltlina wines. As will be observed, the Sassella stands highest in alcoholic strength. The white wines do not seem much in demand out of the district. Nearly all the inhabitants of the valley are engaged in the cultivation of the vine, though in the lower part of the valley there is a considerable trade done in silk, and enormous quantities of worms are kept for the production of the raw material. The capital of the valley is SONDRIO, which is situated on the impetuous MALERO. Pedestrians should make a sojourn here (good hotel) in order to explore a side valley called VAL MALENCO, which runs to the north. It is dominated by the truly grand MONTE DELLA DISGRAZIA (12,100), which, although beautiful to look at, has been guilty of causing terrible misery and suffering by avalanches, landslips, and torrents of water and mud. To these vagaries it owes its name of the Mountain of Misfortune. The principal village in Val Malenco is CHIESA (4,300), situated 9 miles from the entrance.

Continuing towards Colico we pass SASSELLA, which is a very quaint and curious old town, built on a projecting spur of rock. The neighbourhood produces great quantities of figs, pomegranates, grapes, and peaches. The glittering snow peaks of the Mountain of Misfortune look down on the little town. We next come to—

MORBEGNO (Hotel: *Regina d'Inghilterra*), where nearly all the silk is produced. This end of the valley is not considered healthy, as it is frequently inundated by the overflowings of the Adda. Five miles from Morbegno on the right is the commencement of the very beautiful VAL MASINO, with baths of same name (*Bagni di Masino*). There is good accommodation, and the baths bear a good reputation. S. Martino (*see* page 336), in the Val Masino, is about 10 miles from Morbegno, and the baths are 1½ mile to the west of Martino.

COLICO. Thence to Chiavenna by diligence, in 2 hours, or to Como by steamer, in 5 hours.

110. TIRANO TO NAUDERS BY THE STELVIO.

Distance, 84 miles. Diligence daily to Bormio, in 6 hours. Fare, 6 f. 15 c. Thence, by diligence, over the Stelvio to Eyrs in 11 hours. Fare, 6 florins; coupé, 7 florins 35 kreuzers. From Eyrs to Nauders by diligence, in 5 hours. The Stelvio Pass 9,172) is the highest in Europe. It was constructed at great cost by the Austrians in 1821–26. The road is much exposed

Digitized by Google

to avalanches in the spring, which frequently cause immense damage. Snow lies on the Pass all the year round.

After passing BOLLADORE, 12½ miles from Tirano, the scenery undergoes a complete change, and softness gives place to sterility and grandeur; we traverse the gloomy and chilly ravine known as LA SERRA DI MORIGNONE. It was formerly fortified, and an engagement was fought here on 26th June, 1859, between the Austrians and Garibaldi's soldiers. Leaving the gorge behind, we enter the Valley of Bormio, and next reach—

BORMIO (4,000). Hotels: *Posta, Gius, Colo.* The village is finely situated, and nearly every one keeps bees, the Bormio honey being celebrated. It is dear, however, even in Bormio, as there is a great demand for it.

NOTE.—One mile and a half above Bormio are situated the NEW BATHS (Bagni Nuovi), commanding a splendid view. The house, which is a large one, affords every accommodation, and we recommend travellers to stay there instead of in the town.

Excursion from Bormio.

To the Baths of S. Caterina in the Val Furva. A three hours' walk through picturesque scenery. The waters of the spring are chalybeate. A carriage, to drive there and back, costs about 12 francs.

Ascent from S. Caterina.

Monte Confinale (11,104). Time, 6 hours. Guide (engage in Bormio), 7 francs. No difficulty. View very grand.

Cross Route from Bormio.

To Livigno (*see* page 347). This is a very interesting excursion, and can be walked comfortably in 7 to 8 hours, guide not necessary. There is a good bridle-path nearly all the way. The road crosses the Adda at Premadio, and runs through the Val di Dentro to **Isolaccia** in 1½ hours. From here the path ascends on the left of the stream and in half an hour we come to **Semogo** (4,670). Opposite will be noticed the church of S. Carlo. A Pass called the **Val Viola** commences there and goes to the Bernina. Our road is all up hill now for 3 hours to the summit of the **Foscagno Pass** (7,500), where there are two small lakes. We descend for an hour and gain **Trepalle**, thence bear to the west to **Livigno** where there is an inn that affords rough accommodation for the night.

From Livigno the traveller can make his way by the **Val Casanna** to **Scaufs** (*see* page 347) in the Engadine. This is a charming route and can be done in 8½ hours.

From Bormio the road commences to wind up, and in 1½ miles we arrive at what is known as the NEW BATHS, which have a

Digitized by Google

wide reputation. They are generally crowded in the summer months. The water rises at 100° Fah. The springs are very old, having been known to the Romans. Some of the bathing-places are hewn in the solid rock.

As we continue our ascent, fine back views are obtained. We pass into the strange ravine called IL DIROCCAMENTO, which is protected throughout its length by rock tunnels and wooden galleries against avalanches. We reach a *Cantoniera*, where there is accommodation for travellers, and next come to the *Cantoniera al Piede di Spondalonga*. The windings hence can be avoided by pedestrians, as there are many short cuts. We pass another *Cantoniera*, and come to the *Cantoniera al Piano del Braulio*, where there is an inn, and fair wine can be had. We next come to—

S. MARIA (8,300). Italian custom-house here. The region is stern desolation, and storms are frequent.

Ascent from S. Maria.

Piz Umbrail (9,970). It can be done in 3 hours. A guide is not necessary, but it is as well to get a man to point out the commencement of the road, which is pretty plainly marked right to the summit, from whence the view is imposingly grand. Pedestrians ought not to miss this.

Soon after leaving S. Maria we pass on the right of the road the great glaciers of the SCORLUZZO and CRISTALLO. On the summit of the pass is a column marking the boundary between Italy and the Tyrol. To the left is a small hut. From this there is a path which in half an hour brings us to a peak commanding a magnificent panorama, that includes the majestic snow-crowned Ortler, rising in the immediate foreground.

The road now descends in zigzags, which must be followed even by pedestrians who wish for the views. After descending for nearly 2,000 feet we come to—

FRANZENSHÖHE. *Inn.* In the south is seen the MADATSCH GLACIER. The road goes very near it. The traveller will notice just beyond the 18th kilomètre-stone a small cross on the roadside, which has a melancholy interest from the following fact:—

On the 16th of July, 1876, a scoundrel by the name of De Trouville, a native of Belgium, brought his wife Madeline to this spot. They were on their so-called honeymoon tour; the lady was English, a member of a highly respectable family, and entitled to a large sum of money, for which, no doubt, her husband had married her, as she was considerably older than he. Having lured her to this spot, her husband suddenly pushed her over the precipice, and she was dashed to pieces. He fled to England, but was extradited, and subsequently tried in Austria, and sentenced to hard labour for life.

Digitized by Google

Leaving the sad memorial of a terrible crime behind us, we continue to descend, and a little way further on come to a projecting rock called the WEISSE KNOTT, upon which there is a wooden seat. This point commands a very fine view of snow mountains and glaciers, and far below the wooded valley to which we descend and gain—

TRAFOI (5,100). A tiny village in a grand situation, overshadowed by the giant Ortler (12,822).

ASCENT OF THE ORTLER.

This is a beautiful mountain, the highest in the Eastern Alps. The German Alpine Club have recently erected a club hut on the *Tabaretta Kamm*. It is called the PAYERHÜTTE, and is 10,000 feet above sea. The night is usually passed here, and by that means the ascent is less fatiguing. Fee for guide is 10 florins. The descent should be made to SULDEN (where there is a fair inn), in the SULDENTHAL. This valley, which is very grand, is closed by the SULDEN GLACIER, which well repays a visit. The valley is 10 miles long. If descent is made to Sulden, the fee is 12 florins for guide. The time from Trafoi to the Payerhütte is 5 hours, thence to the summit in 5 hours more; descent occupies from 7 to 8 hours. Considering the height of the mountain, it is not a difficult ascent, but novices should not attempt it. The final peak is gained by a narrow arête of snow, which requires a steady head to traverse (rope and axe are needed).

The next village to Trafoi is PRAD; then, passing several hamlets, we reach MALS; next, ST. VALENTIN. The scenery onward is most imposing, and the retrospective views are amongst some of the finest things in the Alps.

NAUDERS (*see* page 349).

NOTE.—From NAUDERS a diligence goes to SCHULS (*see* page 349) in 4 hours. Fares: Intérieure, 5 f. 75 c.; coupé, 7 f. 85 c. Thence SAMADEN (*see* page 339) may be reached in 6½ hours by diligence going twice daily. Fares: 12 francs; coupé, 16 f. 40 c.

Botzen may also be reached from Nauders by diligence in 14 hours.

111. NAUDERS TO CONSTANCE AND RORSCHACH.

Route as far as Bregenz described on pp. 349-352. Thence, by train or steamer, to Rorschach (steamer preferable).

Digitized by Google

RORSCHACH.

Hotels: *Seehof* (good), *Anker*, *Hirsch* (fair), *Badhof*, *Bodan*, *Schiff*, *Bahnhof*, *Krone*, *Gruner Baum*. Good restaurant at the station. In the town several cafés. BATHS innumerable on the lake.

Rorschach has a population of 3,580, two-thirds R. C. It is a busy and handsome town, and stands on the main line of railway which connects Switzerland and Germany. The railway station, which is an open place in the roadway close to the lake, is the scene of constant bustle, which is increased from the fact that the steamboat pier is only a few yards away. As a centre for excursions it is admirably situated; and in the space of a short day one may go from Switzerland to Austria (Bregenz), thence to Bavaria (Lindau), on to Würtemberg (Friedrichshafen), from there to Baden territory, and back to Switzerland. The lake is said to belong to no country.

The walks in the neighbourhood of Rorschach are very numerous.

LAKE OF CONSTANCE.

(Called in German, *Boden See.*) Length, within a few yards of 49 miles, with an average breadth of 8¼ miles, and an extreme depth of 1,000 feet. It is traversed in all directions by numerous steamboats, which connect with the trains at the principal places. At times heavy gales of wind blow, when the surface of the lake is so agitated as to resemble a stormy sea, and the steamers pitch and roll so violently as to produce all the unpleasantness of sea-sickness in those liable to *mal de mer*. The lake has been twice frozen over within the last hundred years, viz., in 1830 and 1880. We name the places in order as they can be visited in one day from Rorschach.

BREGENZ.

Described on page 352. This is the starting-point for the Tyrol. Steamer from Rorschach.

LINDAU.

Connected by rail with Bregenz, so that some little time can be spent in Bregenz, and train taken on to Lindau.

Hotels: *de Bavière*, *Bayrischerhof*, *Bad Hôtel*, and several others.

This town, which is magnificently situated, and commands fine views of the Alps of the Vorarlberg, is the terminus of the

Digitized by Google

Bavarian South-West Railway, by which all parts of Germany may be reached. The town is really built on an island, which is connected by an embankment, on which the trains run, and a wooden bridge. At the entrance to the harbour is a lighthouse on the left, and a huge lion on the right.

FRIEDRICHSHAFEN.

Hotels: *König von Würtemberg, Krone, Bellevue.* A delightful little town, the south terminus of the Würtemberg line. The King of Würtemberg has a residence here, the grounds of which are magnificent; they can be visited in half an hour from the landing-place.

Steamers from here to Rorschach, 1½ hours. To Romanshorn, 1 hour. Constance, 1½ hours.

112. RORSCHACH TO HEIDEN, GAIS, WEISSBAD.

Time, 1 hour, by rail. Fare, 3 francs, 1st; 1½ franc, 2nd. Descent, 2 francs and 1 franc. The line is similar to the Rigi, and is 3½ miles long, the gradient being 1 in 11. The line starts at the harbour station. The views *en route* are very fine.

HEIDEN.

(2,650.) Hotels: *Freihof, Schweizerhof.* Pensions: *Zum Sonnenhügel, Löwe, Krone,* and others. The village has a population of over 3,000, and is frequented by many thousands of strangers every year for the sake of the splendid air and the whey cure, which is extensively practised throughout the cantons of St. Gallen and Appenzell. There are many beautiful walks in the neighbourhood, the chief of these being a hill called BELLEVUE, which can be reached in twenty minutes. Four miles from Heiden is the CHAPEL OF ST. ANTHONY, from which there is a celebrated view.

Tourists should walk on to TROGEN by the KAIEN (3,674). Time, 3 hours.

From Trogen to St. Gallen there is a diligence twice a day, in 1½ hours.

From Trogen the tourist should pursue his way to GAIS, 5 miles. Hotels: *Ochs, Krone* (excellent), and *Adler.* This is the chief of the Appenzell whey cure places. Night should be spent here. (Diligence daily from here to St. Gallen.) 3 miles further is—

Digitized by Google

Digitized by Google



THE HERMITAGE, WILDKIRCHLI.

Digitized by Google

APPENZELL. Hotels: *Hecht*, *Löwe*. Still the whey cure. An interesting village, with two monasteries. Lying to the south-east, 2½ miles exactly, is—

WEISSBAD, whey cure establishment here (*see* page 94). This is a good starting-point for excursions.

Excursions from Weissbad.

The Wildkirchli (4,604). Time, 2 hours. This is a small church in a natural grotto. On the Patron Saint's Day in July, and on St. Michael's Day services are celebrated here. It was originally built for the spiritual benefit of the large number of cowherds who find employment on the mountain sides. The scene is very extraordinary, and the view grand.

The Eben Alp is just above the Wildkirchli, and is reached by a natural tunnel in the rock 150 yards long. The landlord o the little inn close to the church provides a light, which is necessary; fee, ½ franc. A grand panorama is displayed from the Alp.

Ascent.

The Sentis (8,200). The highest mountain in the canton. Inn on the top. Time, 7 hours. Guide desirable; 8 francs. The view is wonderful. Descent can be made to Wildhaus, on the other side (*see* pages 289, 298).

Cross Route from Weissbad.

To the Toggenburg (*see* page 298) **by the Fähler See to Wildhaus** (*see* page 298). Time, 6½ hours. Guide necessary. Fee, 8 francs.

From Wildhaus to Zürich, Ragatz, or Chur, by rail.

To the Rhine Valley, which may be reached on foot in 5 hours, **by the Kamor** (5,487 **to Ruthi,** which is a station on the St. Gall and Ragatz Railway.

Another way is to drive by good road past Gais and over the **Stoss to Altstätten** (*see* page 301). Station on the Gall and Ragatz Railway.

113. RORSCHACH TO CONSTANCE.

Distance by rail, 21 miles. Time, 1½ hour. Fare, 4 f. 25 c.; 3 f. 15 c. Sit on the right. Several stations are passed, the chief of them being ROMANSHORN, which is in communication with the lake steamers.

CONSTANCE.

NOTE.—Constance is in the Duchy of Baden, not in Switzerland.

Hotels: *Insel* (good), *Constanzerhof* (good), *Halm*, *Hecht*, *Badischerhof*, *Krone*, *Schiff*. On the lake is a large bathing establishment, fitted up with every convenience. Constance is

Digitized by Google

situated at the north-west end of the lake, where the Rhine issues from it. The town was under Austrian rule down to 1806. Since then the population has increased considerably. It is an important, thriving town, and, being as it were a gateway into Switzerland from Germany, it presents a very busy and bustling appearance. It is a good way to begin a Swiss tour by going from Bâle to Schaffhausen; thence on to Constance and Rorschach.

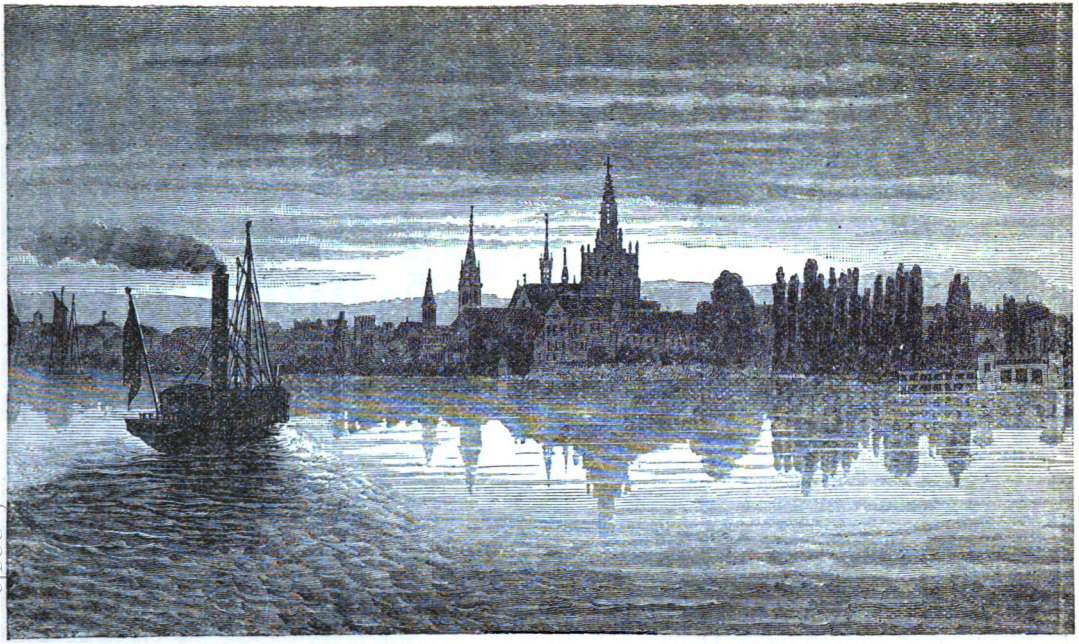
A great number of beautiful excursions can be made from Constance, while the theatres, concerts, and other amusements offer an inducement for a stay. Those who are fond of piscatorial pursuits will be able to gratify their tastes, as the lake and the Rhine abound in fish.

The chief sight of the town is, no doubt, the CATHEDRAL, which was founded in 1052, but was rebuilt in the 16th century. Moreover, it is associated with the stirring events connected with the life of John Huss the Reformer. He was a native of Hussinecz in Bohemia. He early espoused the cause of the Reformation, and was in consequence cited under a safe conduct to the Council at Constance, in the year 1414. He was deprived of his liberty, and was imprisoned in an attic of GOTTLIEBEN CASTLE, the room being still pointed out. He was subsequently removed to a Dominican convent in the town (now the *Insel Hôtel*), where he was confined for some months. On July 6th, 1415, he was brought up to the cathedral to plead before an imposing gathering. At about 17 yards from the entrance of the cathedral is a large stone slab in the floor; on this Huss is said to have stood while pleading, and the spot where his feet pressed is always white and dry, while the surrounding parts of the slab are damp. In spite of his eloquent pleading his fanatical judges condemned him to be burnt alive. Accordingly, on the following day he was taken to the FIELD OF BRUHL, just outside of the town on the Zürich road, and there perished at the stake another martyr for conscience sake. A year afterwards Jerome of Prague was burnt on the same spot.

There is a crypt on the east side of the cathedral containing the so-called "Chapel of the Holy Sepulchre." It has a representation in stone, 21 feet high, of the Sepulchre at Jerusalem. A fee of 1 franc for a party is charged by the sacristan who shows the cathedral.

The ROSGARTEN MUSEUM is well worth a visit, as it contains a fine collection of antiquities, including portions of ancient lake dwellings.

Digitized by Google



CONSTANCE FROM THE LAKE.

Digitized by Google

Digitized by Google

Excursions from Constance.

Gottlieben Castle (*see* page 364). 2½ miles. Half a mile further is Arenenberg Castle. Gottlieben, which is charmingly situated, was built by Bishop Eberhard, of Constance, in 1251. In 1633 it was occupied by Field-Marshal Gustavus Horn, who used it as a base of military operations against the town of Constance. Huss's prison is in the west tower, where also was confined Pope John XXIII., who was deposed by the Great Council which cited Huss. This Council was designed to put an end to the divisions in the Church by uniting it under one Pope, and by taking measures to check the spread of heretical doctrines, and to introduce reforms amongst the clergy. In the year 1837 Louis Napoleon Bonaparte purchased the castle, but subsequently sold it to the family of Von Beroldingen.

To the Island of Mainau. This island can be reached either by carriage or boat. A carriage costs 8 marks; a boat, 5 marks. It also forms a delightful walk, as it is only 3½ miles from Constance. It is situated on the north-west arm of the lake, and is connected with the main land by a bridge, 647 yards in length. It is the property of the Grand Duke of Baden, and has frequently been visited by the Emperor of Germany. It is a little Paradise that should not be missed.

Constance to Winterthur (38½ miles).

ROUTES FROM CONSTANCE.

To Schaffhausen by steamer, 3 hours (*see* following pages).
To Schaffhausen by rail.
To Zürich (*see* page 299).
To Bâle, *viâ* WALDSHUT, distance 90 miles.

114. TO SCHAFFHAUSEN: FALLS OF THE RHINE.

Passengers either coming from Schaffhausen to Switzerland, or *vice versâ*, should certainly take the steamer on the Rhine, which is infinitely more interesting than the train, although the journey occupies nearly 2 hours more.

On leaving Constance the steamer passes under the railway bridge, and enters the narrow canal formed by the Rhine as it flows from Constance into the UNTERSEE. The scenery hereabouts bears a strong resemblance to some parts of Holland, and the villages with their red-roofed houses have a peculiarly antiquated and Dutchlike appearance.

Between Gottlieben Castle and Steckhorn we pass on the right the castles of Arenenberg, Salenstein, Sandegg. The latter was once the home of the late Emperor of the French, who lived here for 12 years. His mother Hortense also breathed her last beneath its roof. At STEIN there is an old

Digitized by Google

castle, called HOHENKLINGEN, and a few miles further brings us to the historically-interesting DISSENHOFEN, where in 1800 the French under Moreau effected a passage on their march to Hohenlinden. We next reach—

SCHAFFHAUSEN.

The town of Schaffhausen itself possesses nothing to induce travellers to stay there; it is better to drive at once to the Falls. All the Rhine Fall hotels send omnibuses to meet the steamers; these hotels are: *Schweizerhof* (good), *Bellevue*, *Rheinfall* (at Neuhausen), *Schloss Laufen*, *Witzig*. These houses are all close to the railway station, and within sound of the Falls.

FALLS OF THE RHINE.

They are locally called *Laufen*, and are said to be the most imposing Falls in Europe. They come down in three tremendous leaps over a jagged ridge of rock; the height is 50 feet on the right bank and 62 on the left; the breadth is 330 feet. The Schaffhausen and Zürich Railway crosses them by means of an iron bridge. There are many points of view, and they should all be visited, as from each the Falls are seen under different aspects. The best way is to go first to the—

SCHLOSS LAUFEN, magnificently situated on a rock on the left bank and above the Falls. Each visitor pays 1 franc for admission into the grounds. Descend first to the *Pavilion*, then to the *Kanzli*, and next to the *Fischetz*, which absolutely projects over the gulf, but is free from danger; but a waterproof and umbrella are desirable. The next thing to do is to take passage in one of the large boats which are always in waiting, and proceed to the central rock, which rises up in the Falls, and is surmounted by a small iron pavilion which enables the spectator to look down on the stupendous scene. Fee for the boat is 3 francs for one to three persons, and a few pence to the boatmen, there being two in each boat. Although the passage into the boiling waters looks very hazardous, there is really no danger; waterproofs, however, are indispensable. The boats are specially constructed for the purpose, and are most skilfully managed. Although there is an absence of danger, delicate people, and nervous ladies and children, would do well not to adventure on the journey. There is a ferry across the river between Schloss Laufen and *Schlösschen Worth*; the fee is half a franc.

Digitized by Google

)m,
of
the
ws:
ıut,

ınd
ks.

aph
y at

ect
the
the

ks
he
e;

ly
lly
nt
be

ld,
ly
a

d,
he
w
he
ile
ly

Digitized by Google

castl
to tl
Frer
Hoh

T
trav
Fall
stea
Rhe
hous
the

T
imp
leap
righ
Sch
iron
all t
aspe
S
left
adm
ther
proj
and
pass
and
and
spec
boat
boat
into
dan
are
man
peo
adv
betv

Digitized by Google

115. SCHAFFHAUSEN TO FREIBURG BY THE HOLLENTHAL.

This route forms a splendid entrance into, or exit from, Switzerland. Throughout the journey the scenery is all of the grandest description, some of the greatest beauties of the Black Forest being revealed. It should be arranged as follows:

1st.—Train to Albbruck railway station on the Bâle, Waldshut, and Zürich line; time, 1½ hours.

2nd.—By carriage, from Albbruck to Freiburg (*see* below, and consult route-plan opposite); cost of carriage, about 53 marks.

You should request the landlord of your hotel in Schaffhausen to telegraph to Albbruck, to inquire if a carriage can be had. If not, there are plenty at Waldshut, which is 3 miles from Albbruck, on the Schaffhausen side.

There is an alternative route by diligence; 11 hours direct from Schaffhausen; and, although the route is very beautiful, the one mentioned above is more so, as it runs through the wonderfully romantic *Alb Thal.*

From Albbruck the road is carried along the face of rocks by means of tunnels, and far below roars the furious *Alb.* The first village of importance is TIEFENSTEIN, 6 miles on the route; thence in 7 miles to—

ST. BLASIEN. Hotel and kurhaus: *St. Blasien* (exceedingly good, and well recommended). This house is beautifully situated in the wild and romantic Alb Thal. There is excellent shooting and fishing in the neighbourhood. Permission can be obtained from the landlord of the hotel.

St. Blasien is 2,500 feet above the sea, and possesses a mild, soothing, and curative climate. It is protected from northerly and easterly winds, and commands fine views. There is a church in the neighbourhood that is well worth a visit.

We now skirt the SCHLUCHSEE, most romantically situated, and arrive at the village of SCHLUCHSEE, then over the SCHRANENBERG to LENZKIRCH. Two good hotels. We now descend, passing the TITI SEE to STEIG; then enter into the strangely weird HÖLLENPASS (Pass of Hell), which is one mile long. This is succeeded by the HIMMELREICH (Heavenly Region), and we reach BURG; thence in 7 miles—

FREIBURG (*see* page 10).

Digitized by Google

SCHAFFHAUSEN TO ZURICH.

Distance, 35 miles; rail in 2 hours.
To Winterthur in 1 hour.

116. ZURICH TO BALE BY THE BOTZBERG RAILWAY.

Distance, 55 miles; express train, 2½ hours; fares, 1st, 9 f. 30 c.; 2nd, 6 f. 55 c.; 3rd, 4 f. 50 c.

At DIETIKON, 8 miles from Zürich, General Massena effected his celebrated passage of the LIMMAT on the 24th of September, 1799, by which he was enabled to deliver a crushing defeat to the Russians and to capture Zürich.

BADEN (in Switzerland), 14 miles from Zürich. This is a pleasant old town, watered by the Limmat. It has a reputation on account of its mineral springs and baths (*see* special article), which are said to have been known and used for 2,000 years. Hotels: *Bahnhof* (good), *Balance*, *Linde*, *Engel*.

THE BATHS OF BADEN.

Are about 1 mile from the town. The thermal waters rise at a temperature of 116° Fah. The hotels are, *Kuranstalt Baden* (very good), and more than a dozen others. The place is crowded in the summer. There are all sorts of amusements, and a band plays daily. The neighbourhood abounds in beautiful walks and drives, and many places of interest can be visited.

Soon after leaving Baden we reach TURGI (junction for Waldshut), and a little further on the three great rivers, the Aar, the Limmat, and the Reuss, join each other and flow into the Rhine at Coblence.

BRUGG. Hotels: *Rossli*, *Rothes Haus*. This is a very old town, and possesses an ancient building known as the ABBEY OF KÖNIGSFELDEN. It was founded by Elizabeth of Austria, and her daughter, Agnes of Hungary. Elizabeth's husband was barbarously murdered on the spot by his nephew and his knights; the empress pursued the murderers with relentless hatred, massacred their families, and confiscated their property; with the money thus acquired she built the abbey, in which she ended her days maddened with remorse. The building was subsequently converted into a hospital, then became a lunatic asylum; at the present day it serves as a magazine, though the choir is still used for religious services. Opposite the

Digitized by Google

Digitized by Google

Digitized by Google

entrance door is some 14th century stained glass, representing the marriage of Agnes, one of the founders, with the King of Hungary.

In the neighbourhood there existed at the beginning of the Christian era a Roman town called *Vindonissa*, as proved by the most authentic inscriptions found in the vicinity. The town was destroyed during a battle about the 6th century. The amphitheatre is clearly traceable. The next town of interest is—

RHEINFELDEN. Hotels: *Dietschy* (well recommended), *Zum Schützen*, *Krone*, *Schiff* (all these hotels have brine baths). Celebrated for its brine baths. The town, which is very old, was once a frontier post of the Roman empire, and was strongly fortified; many of the ruins of these works still stand. It was given to the flames by the French in 1744. It has belonged to Switzerland since 1801. There are some falls here called HÖLLENHAKEN. In the neighbourhood are salt baths and works.

117. BALE.

(German, *Basel.*) Hotels: *Trois Rois* (good), *National* (good), *de la Croix Blanche*, *Euler* (good), *Hofer* (good), *Victoria* (recommended; opposite station); *Faucon*, *Cigogne*, *de la Poste*, *Couronne*, *Kraft*.

RAILWAY STATIONS. The Baden station, ½ mile from the Rhine bridge. *Central*, for Alsace and Swiss lines, is on south side of town. They are both connected by a junction. Time, from one to the other, 10 minutes. Post and telegraph-offices at the railway stations. The head bureau is in the *Freien Strasse*.

RESTAURANTS (principal), at the railway-stations; at the *Veltliner Halle*, near post-office; *Burgvogtei*, in Klein-Basel, a beer hall with garden and theatre; *Sommer Casino*, near St. Jacob's Monument.

BATHS on the Rhine. Ladies and gentlemen. Swimming and others.

ENGLISH CHURCH SERVICE in St. Martin's at 10.30 a.m. and 3 p.m.

READING ROOM at the Société de Lecture, close to the cathedral.

Bâle (population, 57,000) dates back as far as 374, and was known as Basilea. It is supposed to have been founded by the Roman army when it fell back on the Rhine. It played an important part during the Reformation, being strongly Anti-Protestant. In modern times it has distinguished itself

Digitized by Google

by producing an excellent silk ribbon, which is the staple trade. The town is built on both sides of the Rhine, but that half on the right bank is called Klein-Basel (consult the plan). The two parts of the town are connected by a handsome bridge. There is a tradition that Holbein, the great painter, worked in Bâle as a common journeyman painter, but it is not based upon any authentic record.

Sights.

The Cathedral (Münster). Founded A.D. 1000, but was destroyed by an earthquake in 1356, and rebuilt in Gothic. The imposing entrance is adorned by sculptures of the Virgin and Child; the Emperor Henry II., the founder, and his Empress Helena. The cathedral is celebrated as being the place of meeting of the Great Council which was convoked in 1431. It consisted of 500 members, and its object was to reform the Church. For years it disputed and wrangled and jangled, doing no good, and utterly failing in its avowed purpose. At last it was excommunicated by Pope Eugene IV., and was finally dissolved in 1448. The church is open every day from 2 to 4 p.m.; visitors, however, can see it at other times by a fee of ½ franc, or 1 franc for three or four persons. In connexion with the Cathedral is a collection of Mediæval curiosities which ought to be visited (fee, 50 centimes). In the "Council Hall" are portions of the fresco of the "Dance of Death." It was painted at the beginning of the 15th century to commemorate the plague, and for long was ascribed to Holbein; but, as he was not born until 80 years after the work had been executed, he could scarcely have been the author. For some years the exterior of the Cathedral has been under the process of renovation. During 1883 the façade was restored, and two fine statues were placed in position, one being a representation of St. George slaying the Dragon, and the other, St. Martin cutting his mantle in two in order to give half of it to a beggar. The two cloisters of the Cathedral are now called St. George and St. Martin. Behind the Münster, and connected with the **Cloisters**, is the Pfalz (platform), 79 feet above the Rhine. It commands a fine view.

The Museum (in the Augustinergasse). Fee, 1 franc. Free on Sundays and Wednesdays. 10 to 12, and 2 to 4, respectively. In the *vestibule* are 87 of Holbein's designs, and in what is known as the *Holbein Room* are a great number of his works, including "The Passion" painted in 8 compartments, but the *chef-d'œuvre* is unquestionably that of the *dead body of Christ* (No 19). The original of the painting is said to have been a dead Jew who was found drowned in the Rhine. It is wonderful and magnificent. The other rooms are filled with modern works.

Mediæval Relics. *Fish-market Fountain* (late Gothic), erected in 14th century. The *Spahlen Fountain*, designed by Holbein.

The Zoological Gardens. ½ mile from central station. Worth a visit. Admission, 1 franc.

Digitized by Google

Excursions.

St. Jacob's Battle Field. Half-hour's walk on the Val Montier Road. Here 1,300 Swiss opposed 25,000 French under Louis XI., then Dauphin. The Swiss were utterly annihilated, and the following curious inscription on a tablet in the church of St. Jacob, a little further on, commemorates the event. "*Our souls to God, our bodies to the foe. Here fell on 26th August*, 1444, *combating France and Austria*, 1,300 *Confederates, unconquered, weary from conquering.*"

To the Fish Breeding Establishments at Hüningen. Distance, 3 miles. From this place many millions of fish are annually turned into the rivers.

BÂLE TO GENEVA. By rail. *Viâ* Olten, Berne, Lausanne, Nyon. 165 miles. Fares : 1st, 27 f. 90 c. ; 2nd, 19 f. 80 c. ; 3rd, 14 f. 50 c. Time (express), 8 hrs. 16 m. Two trains (one express) each way daily.

BÂLE TO BERNE. Same as above. 66½ miles. Fares : 1st, 10 f. 70 c. ; 2nd, 7 f. 50 c. ; 3rd, 5 f. 35 f. Time, 3 hrs. 15 m. Four trains daily each way.

BÂLE TO ZÜRICH. *Viâ* Rheinfelden, Brugg, Baden. 55½ miles. 1st, 9 f. 30 c.; 2nd, 6 f. 55 c. ; 3rd, 4 f. 70 c. Time, 2 hrs. 48 m. Five trains daily each way.

BÂLE TO CONSTANCE. *Viâ* Waldshut. 90 miles. 1st, 14 f. 50 c. ; 2nd, 9 f. 65 c. ; 3rd, 6 f. 20 c. Time, 4 hrs. 45 m. Four trains daily each way.

BÂLE TO LAUSANNE. *Viâ* Olten, Berne, and Fribourg. 127½ miles. 1st, 21 f. 65 c. ; 2nd, 15 f. 35 c. Time, 6 hrs. 27 m. Three trains daily each way.

BÂLE TO NEUCHÂTEL. *Viâ* Liestal, Olten, and Bienne. 82 miles. Fares : 1st, 13 f. 30 c. ; 2nd, 9 f. 50 c. Time, 4 hrs. 11 m. Three trains daily each way.

BÂLE TO BIENNE. 56 miles. Fares : 1st, 9 f. 90 c. ; 2nd, 6 f. 95 c.; 3rd, 4 f. 95 c. Time, 3 to 4 hours. Rail from Bienne to Berne, 21 miles. To Neuchâtel, 20 miles. To Geneva, 102 miles.

BÂLE TO NEUHAUSEN (*Falls of Rhine*). *Viâ* Waldshut. 57 miles. Fares : 1st, 9 f. 25 c.; 2nd, 6f. 15 c. ; 3rd, 3 f. 95 c. Time, 3 hours. Four trains daily each way.

BÂLE TO LUCERNE. *Viâ* Olten and Aaburg. 59 miles. 1st, 9 f. 50 c. ; 2nd, 6 f. 65 c. ; 3rd, 4 f. 75 c. Time, 3 hrs. 18 m. Four trains daily each way (for detailed description of this route *see* page 252).

BÂLE TO BADEN-BADEN. *Viâ* Offenburg, Appenweier, and

Digitized by Google

Oos (*change at Oos*). 105 miles. 1st, 17 f. 25 c.; 2nd, 11 f. 50 c.; 3rd, 7 f. 30 c. Time, 3 hrs. 45 m. Six trains daily each way.

BÂLE TO FRANKFORT-ON-MAINE. *Viâ* Carlsruhe, Heidelberg, and Darmstadt. 211 miles. 1st, 30 marks 80 pfennigs; 2nd, 21 marks 40 pfennigs; 3rd, 11 marks 25 pfennigs. Time, 7 hrs. 30 m. Six trains daily each way.

BÂLE TO HEIDELBERG. *Viâ* Carlsruhe and Bruchsal. 157 miles. 1st, 23 marks 80 pfennigs; 2nd, 16 marks 75 pfennigs; 3rd, 8 marks 60 pfennigs.

BÂLE TO MÜNICH. *Viâ* Carlsruhe, Stuttgart, and Ulm. 272 miles. 1st, 39 marks 80 pfennigs; 2nd, 28 marks; 3rd, 14 marks 80 pfennigs. Time, 14 hrs. 35 m. Two trains daily each way.

BÂLE TO PARIS. *Viâ* Nogent, Troyes, Chaumont, Belfort, and Mulhouse. 326 miles. 1st, 64 f. 20 c.; 2nd, 47 f. 80 c.; 3rd, 33 f. 95 c. Time, 13 hrs. 29 m. Four trains to, five from, daily.

On the journey to Paris luggage is examined at PETIT CROIX.

Digitized by Google

Digitized by Google

Digitized by Google

THE ITALIAN LAKES.

118. LAKE OF COMO.

Connecting with Splügen and Engadine routes (*see* pages 315, 333).

CHIAVENNA (*see* page 317). There is now a line of railway between Chiavenna and Colico. Colico is at the head of Lake Como and the mouth of the Val Tellina.

STEAMERS: Between Colico and Como (at the opposite end of the lake), five times a day in 3½ hours. Between Colico and Lecco, at the end of the other branch of the lake (*see* Map), twice daily.

FARES: Colico to Como, 1st, 4 f. 85 c.; 2nd, 2 f. 60 c. The mail boats are the best, as they run in connexion with the diligences. Refreshments can be had on board at a fixed tariff, which is usually suspended in the saloons.

The LAKE OF COMO (called by the Italians, *Lago di Como*) is 32 miles long by 3 miles broad in its broadest part. Its maximum depth is 2,000 feet. The surrounding scenery is very grand, especially when seen in early spring or autumn. At VARENNA the lake divides, the arm going to the south-east being called LAKE LECCO; that to the south-west is Lake of Como. From this point we make our way to—

MENAGGIO (on the right). Beautifully situated. *Grand Hôtel Victoria.*

Cross Route from Menaggio.

To Porlezza on Lake Lugano (*see* page 383). Omnibus leaves daily about 11 a.m. Distance, 9 miles. Time, 2 hours.

Interior, 2½ francs; coupé, 3 francs. One-horse carriage, 6 francs; two horses, 12 francs (don't pay more).

Crossing the lake to VARENNA, we pass on to—

BELLAGIO (on the left). Hotels: *Grande Bretagne, Grand Hôtel Bellagio, Genazzini.* Several pensions. Magnificent situation. Place crowded in summer.

CADENABBIA (on west bank). Hotels: *Bellevue, Belle Ile, Ville de Milan.* Close here is the magnificent *Villa Carlotta.*

Digitized by Google

It was purchased by Princess Albert of Prussia, 1843, and named after her daughter. It now belongs to Duke of Sachsen-Meiningen. Public are admitted. Fee, 1 franc. The villa cost £32,000. Between here and Como each bank is studded with magnificent villas, and vines, figs, chestnuts, and olives clothe the hills.

COMO. Hotels: *Volta, Italia.* Omnibus plies between steamboat pier and railway station, ¾ mile. Fare, ½ franc.

The CATHEDRAL is the only sight worth seeing. It is built entirely of marble. It was erected between the years 1396 and 1521.

COMO to MILAN. 30 miles. Time by train, 2 hours. Fares: 5 f. 50 c., 3 f. 85 c. (For a description of Milan *see* below.) Travellers who select the Lecco arm of the lake will land at—

LECCO. Hotels: *Italia, Corona.*

LECCO to MILAN, 31 miles. Rail, 2 hours. Fares: 5 f. 85 c., 4 f. 10 c.

LECCO to BERGAMO, 21 miles. Rail, 1¼ hours. Fares: 3 f. 75c., 2 f. 65 c. Thence to Milan or Venice.

MILAN.

Hotels: *Cavour* (good), *de Milan* (good), *Reichman, de la Ville* (good), *de Rome* (good), *de l'Europe, Central, Venezia,* and many others.

Milan is the ancient capital of Lombardy. It is magnificently situated on the left bank of the OLONA. The city is rich in palaces, splendid shops, one of the grandest cathedrals in the world, the celebrated La Scala Theatre, and the Galleria Vittorio Emanuele. But it has also its shady side, and there are parts of Milan not fit for any decent person to pass through.

The Cathedral.

This is built entirely of marble, and stands in a square, surrounded with splendid shops. The cathedral was founded by Duke Gian Galeazzo Visconti in 1386. This nobleman was a vain and ostentatious tyrant, and his ambition was to build a cathedral that should be celebrated throughout the world. It is said that the original architects were Germans, and Mongeri, the Milanese historian, says in his work, "L'Arte in Milano":—"It would be difficult to refute the opinion that the Cathedral of Milan is a creation of German art, modified, or, if you will, corrupted from the very commencement by Lombardian architects."

Digitized by Google

The marble for the building was brought at immense cost and labour from the quarries on the Simplon. The dimensions are:—Length inside, 485 feet; transept, 288 feet; height of facade, 183 feet; height from floor to the top of statue of St. Mary, 356 feet; breadth of the five aisles, 191 feet. The interior is adorned with 700 statues, and the exterior and the roof with 2,000, nearly all life size.

In the crypt is the mummified body of St. Carlo Borromeo; it is exposed in a silver and crystal coffin of massive construction. On the body of the corpse are jewels of immense value. Fee to see this, 3 francs for one to six persons.

The best way to view the cathedral is to hire one of the appointed guides. They all wear metal badges on their breasts. Fee for a party, 2 f. 50 c. The roof is reached by 158 granite steps, and the top of the spire by 328 more. The view from this airy pinnacle is wonderful, embracing the Alps and the whole plain of Lombardy.

La Scala.

The second largest theatre in Italy. Erected in 1776 on the site of a church. The theatre, which is plain to ugliness, will accommodate nearly 4,000 spectators. It is celebrated for the magnificence with which it produces operas, its unique orchestra, and its wonderful ballets. The theatre is closed during the summer months.

Galleria Vittoria Emanuele.

Close to the cathedral. A fashionable promenade, with most expensive shops, all covered in by a massive glass roof.

The Brera.

An old palace filled with splendid paintings. Open daily from 10 till 3, ½ franc; free on Sunday. In connexion with it is a library containing 200,000 volumes.

119. LAKE MAGGIORE AND BORROMEAN ISLANDS.

Connecting with Simplon and St. Gotthard routes (*see* pages 160-165).

From Milan to Arona by rail; distance, 41½ miles. Fares: 1st, 7 lire 65 centessimi; 2nd, 5 lire 35 centessimi. Time, 2 hrs. 15 m.

Digitized by Google

ARONA. Hotels: *Italia* (Bureau des Diligences is in this hotel), *S. Gottardo*. The town, which has nearly 4,000 inhabitants, is situated on the west bank of the lake. In the church of St. Maria is the chapel of the Borromean family. On a hill, 1½ mile north from the station, is a huge statue of S. Carlo. It was erected in 1697 in memory of Cardinal Count Carlo Borromeo, Archbishop of Milan, who died in 1584, and was canonised 1610. The height of the statue is 70 feet, and the pedestal on which it stands 42 feet. It is part bronze and part copper. There is a ladder inside by which visitors can ascend to the head, which will accommodate three persons at a time. We do not recommend travellers to go up, however, as the heat is stifling and the insects most objectionable.

STEAMERS run three times a day, and call at all the principal places. The time occupied between Arona and Magadino at the opposite end is 4 hours. The fares are: 1st, 4 f. 80 c.; 2nd, 2 f. 65 c.

Lake Maggiore is 37 miles long, and has an average breadth of 4½ miles, while its greatest depth is 2,900 feet. For a distance of 9 miles the north bank belongs to the Canton Ticino, and that part is called LAKE LOCARNO. Magadino lies in the north-east corner, and since the construction of the railway has fallen into neglect, and only one steamer a day calls there. On the west bank and opposite is Locarno. There is direct rail communication between Locarno and Biasca on the St. Gotthard, *viâ* Bellinzona (*see* Special Route Map.)

The steamer, on leaving Arona, makes its way to BELGIRATE. Hotel, *Belgirate*. Monte Rosa can be seen from this point. We next come to—

STRESA. Hotels: *des Iles Borromés* (a splendid house, with every comfort; the hotel is the booking-office for the Simplon diligences, which start from here; private carriages and horses of every description can also be hired; there is also a post and telegraph bureau in the house), *de Milan* (good), and *du Simplon*.

BOATS (here called *barca*), 2 francs for first hour, ½ franc per half-hour afterwards, and ½ franc for each boatman.

CARRIAGES, one horse, to Domo d'Ossola, 20 francs; two horses, 35 francs.

Travellers going from here over the Simplon must book their seats early, because the post will not provide supplementary carriages if the diligence is full, as they do in most other places.

Stresa is magnificently situated opposite the ISOLA BELLA, and affords a capital starting-point for many beautiful excur-

Digitized by Google

sions. In the church there are three paintings well worth seeing; they are, "A Sleeping Jesus," "St. Anne teaching the Virgin," and the "Crucifixion."

The Isola Bella can be visited in 2½ hours by boat.

Cross Route.

To the Lake of Orta and Ascent of Monte Motterone. An entrancing excursion that should be taken. The time occupied in walking is about 10 hours. A guide should be engaged to go as far as the top of the Motterone; fee, 6 francs. Those who do not care to cross by the mountain may go on mules the whole way by a bridle-path, *viâ* **Coiro** and **Armeno.** The views, however, are not so grand. Time to the summit of Monte Motterone (4,900), 5 easy hours, the way being through splendid groves of chestnuts. The view from the summit is enchanting, and embraces a vast panorama which ranges from the snow-clad Alps to the picturesque and beautiful Italian lakes. It may, in fact, be said to comprise every description of scenery. From the summit a well-defined path descends to **Armeno,** in 2½ hours. From this point the high road is gained and followed for 2½ miles to a small village called **Misasino.** In 2 miles more, **Rouchetti Posta.** From this point a path goes off to the right, ascending slightly, and in 1 mile reaches—

ORTA. Hotel, *St. Giulio.* This village is splendidly situated on a gem of a lake that is shut in by noble mountains.

Sights.

Isola di San Giulio. A small island, with an ancient church, said to have been built in the 4th century. It has columns of real porphyry, and a mosaic pavement. Also some good frescoes. Boat, there and back, 1 franc.

The Sacro Monte. Just above the town. A fee of 1 franc is charged by the monk who opens the gate. The Monte is laid out as a park, on which stand 20 chapels, which were erected in honour of St. Francis of Assisi. Each chapel contains a scene from the saint's life, the figures being composed of terra cotta. The best of these are in the 13th, 16th, and 20th chapels.

Madonna della Bocciola. 1 hour's walk. Magnificent view.

120. LAKE OF ORTA.

Length, 9½ miles; breadth, 1½ mile; greatest depth, 700 feet. A steamer runs thrice daily to the opposite end, touching at PELLA; or this place can be reached from Orta by boat with two rowers. Fee, 2 francs.

From here there is a grand route over the mountains to Varallo, *viâ* the Colma. Fee, for mule and man, to the Colma, 4 francs; to Varallo, 7 francs. Pedestrians do not need a

Digitized by Google

guide. The road is well defined. Time, 5 hours. The ascent begins through beautiful woods, and mounts over broken granite blocks to the summit of the COLMA (5,000). View magnificent. Ought certainly to be seen. The descent is through chestnut groves to—

VARALLO (1,517). Hotels: *Italia, Posta.* The great sight of Varallo is the SACRO MONTE (Sacred Mount). It is close to the town, and can be reached in half an hour by a path beset with swarms of dirty, wretched, and impudent beggars; and unfortunately they cannot be avoided. On the summit there are 46 chapels, containing scenes in terra cotta of the Saviour's life, all the figures being life size. The best are—No. 1, "The Fall;" 11, "Massacre of the Innocents;" 17, "The Transfiguration;" 38, "The Crucifixion." There are also some frescoes by Peregrino Tibaldi and Gaudenzio Ferrari. They are well worthy of inspection.

The Sacro Monte was founded by Bernadino Calato, a Milanese nobleman. The chapels date from about 1578, when pilgrims commenced to visit the place.

Cross Routes from Varallo.

To Arona. 26 miles. 1st. By carriage-road and over the mountains. Striking scenery. Carriage and two horses, 30 francs. 2nd. By omnibus (twice daily) to **Novara.** Thence by rail to Arona (also to Milan, Genoa, and Turin).

To Alagna (*see* pages 155, 157) **by the Valsesia.** 25 miles. Carriage-road as far as **Mollia** (18 miles). Diligence daily in 4 hours. Fare, 5 francs. Thence, by good mule-track for 7 miles, to Alagna. Scenery is very grand all the way.

To Macugnaga (*see* page 157) **by Fobello and Ponte Grande.** Time, about 10 hours. Guide not necessary. Carriage-road goes as far as **Fobello** (9 miles). One hotel. Thence a good bridle-path to the **Col di Baranca** (5,730). *Auberge.* Descent through the **Val Olloccia** to **Ponte Grande** (in 3 hours), where there is an inn. Thence in 4 hours to Macugnaga.

Route continued up Maggiore. Leaving Stresa, the steamer proceeds to the BORROMEAN ISLANDS, calling at ISOLA BELLA, the southernmost of them. In the 17th century Count Vitalio built a castle on Isola Bella, and turned the wilderness into a paradise. It is laid out in ten terraces, which are planted with oranges, lemons, cedars, oleanders, magnolias, cypresses, &c. There are grottoes and statues in profusion. The château contains some pictures, but none of them of conspicuous merit. The whole place may be viewed between one steamer and another. Fees: château, 1 franc; garden, 1 franc.

Digitized by Google

The other islands in the group are ISOLA MADRE (very similar to Isola Bella), ISOLA DEI PESCATORI (occupied by fishermen), and the ISOLA S. GIOVANNI, in the possession of monks. The two first-named are the only ones worth visiting. Boats ply between the two. The scenery surrounding the Borromean Islands is strikingly grand, and they owe their reputation more to this than to any beauty they possess of their own, excepting such beauty as may be found in any well laid out garden favoured by a genial climate.

The next stopping-point on the lake is—

BAVENO. Hotels: *Bellevue, Beau Rivage, Sempione.* Here is situated the *Villa Clara*, where her gracious Majesty, Queen Victoria, resided for three weeks in April, 1879. Baveno is the spot whence travellers who have come over the Simplon start for the Borromean Islands. We now steer to—

PALLANZA. Hotels, *Pallanza, Garoni* (good), and several smaller ones.

BOATS to Isola Bella (two rowers), 4½ francs; to Isola Madre, 3 francs; or, to include both islands, 8 francs there and back.

DILIGENCE to Domo d' Ossola (for the Simplon) twice daily. Time, 4 hours. The next stopping-places in order are—

INTRA (on left).

LAVENO (right). Splendid views.

CANNERO (left). Beautiful situation.

We now cross the lake, passing a small island on which are two castles that were once the strongholds of some robbers who levied black mail on the surrounding district, and then arrive at—

LUINO (right). Situation delightful. Hotels: *du Simplon, Post.* This place is much resorted to in summer. A new line of rail has just been opened between LUINO and PONTE TRESA on Lake Lugano. Time, ¾ of an hour. The steamer from Ponte Tresa to Lugano takes an hour and forty-five minutes.

Cross Route from Luino.

To Lugano (*see* page 383). Distance, 13 miles. Diligence twice a day. Fare, 2 f. 90 c. Carriage, two horses, 20 francs one horse, 12 francs. Time, 3 hours.

CANOBBIO. Hotel, *Canobbio.* This village stands at the entrance to the VAL CANOBBIO, in which (1½ mile) is a hydropathic establishment, called *La Salute.* It is much frequented

Passing from here on to—

BRISSAGO,

ASCONA,

Digitized by Google

We arrive at—

LOCARNO (railway station). *Grand Hôtel Locarno-Corona.* This town is in Switzerland, and at the foot of the St. Gotthard route—the railway terminating here. The situation is magnificent, and the surrounding scenery grand.

A market is held every alternate Thursday, when all the peasantry don their characteristic costumes, the effect being extremely picturesque.

There is a church here, called the Church of S. Antonio. On January 11, 1863, while the people were assembled at service, the roof gave way, owing to accumulations of snow. Forty-eight were killed on the spot, and thirty died afterwards from their injuries.

Cross Routes from Locarno.

To Domo d'Ossola by the Val Vigezzo. Time, 11 hours. Carriage-road as far as **Intragno** (4 miles). By foot-path thence to Malesco (5 hours). Carriage on. This is a fatiguing route, but very fine, and well worth traversing.

To Airolo (*see* page 186; time, 14 hours) **by the Val Maggia.** Carriage-road. Two horses, 60 francs. There is a diligence daily as far as (3½ hours) **Bignasco** (*see* page 186); fare, 2 f. 90 c. Pedestrians should go by this diligence, and walk from Bignasco in 9 hours. The route abounds in beautiful views and charming scenery. There are plenty of inns and villages on the way. This route is described on page 186.

To Bellinzona and Biasca (*see* page 187) by train; then over St. Gotthard to Lucerne in 16 hours.

To Coire (*see* page 309) *viâ* Bellinzona, thence by diligence over the Bernardino (*see* page 315) in 17 hours.

To Bellinzona. 13½ miles. Fares: 1st, 2 f. 20 c.; 2nd, 1 f. 55 c. Time, ¾ hour.

To Biasca, 25½ miles. Fares: 4 f. 10 c., 2 f. 90 c. Time, 1½ hours.

BELLINZONA.

(German, *Bellenz.*) Hotels: *de la Ville, Angelo, Posta.* In a grand position, and regarded as the key to Lombardy from Germany. For centuries it has been powerfully fortified, but for a long time the fortifications were allowed to fall into sad decay. Recently some of them have been restored, and it is now very strong. In times passed it has been the scene of dreadful carnage.

Sights.

The Church Santa Maria della Salute.

The Fortress Castello Grande. Magnificent view. Fee, ½ franc to the guide who shows you over.

Digitized by Google

121. BELLINZONA TO LUGANO, THENCE TO COMO AND MILAN.

Distance, 19 miles. St. Gotthard Railway route described on pages 261 and 264; by far the pleasantest way is to walk or take a carriage.

The road runs along the slope of MONTE CENERE, and gradually ascends to the summit of PASS (1,700). *Auberge* Descent by the valley of the LEGNANA to—

BIRONICO, on the river AGNO.

Ascent from Bironico.

Monte Camoghe (7,287). Time, 8 hours. Guide not necessary. View from summit very grand.

Leaving Bironico, we pass several small villages, and arrive at—

LUGANO.

Hotels: *Hôtel du Parc* (a splendid house with every comfort), *Hôtel Pension Reichmann* (good), *Hotel and Pension Lugano, Washington, Suisse.*

BATHS. Warm baths on the Quay, close to the *Hôtel du Parc;* fee, 1 franc, towels included. If ordered out of fixed bathing hours, an extra franc.

SWIMMING BATHS, between *Hôtels du Parc* and *Reichmann.* 50 c., towels included

The railway station is nearly 1 mile from the town, but the two are connected by a rope railway, and the distance is covered in two minutes. Fare, down, 10 c.; up, 20 c.

ENGLISH CHURCH SERVICE is performed in the *Hôtel du Parc.*

Lugano is the largest town of the Canton Tessin. Population, 7,000. Its position on the beautiful Lake of Lugano, its fine air, and charming surroundings make it a most desirable place for a sojourn.

NOTE.—In the church of SANTA MARIA DEGLI ANGIOLI, adjacent to the *Hôtel du Parc,* are some splendid frescoes by B. Luini. They include the "Crucifixion," considered one of his finest works; on the left wall, "The Last Supper," in three sections; and in the first chapel on the right is a "Madonna." In the church of San Rocco are two paintings by Jacoppo Discopolo. In the PARK CIANI is a marble statue representing "Desolation." It is very fine. There are also busts of the two Signori Ciani, by Vincenzo Vela. Villa Luvini should also be visited. There are splendid promenades leading to the PARADISO and San Martino, while the Church of Sorengo commands a splendid view.

Digitized by Google

Excursions from Lugano.

To Park Ciani on the north bank. Fee, 1 franc. Should be visited.

Monte S. Salvatore (2,900). Time, 4 hours. Good path all the way up. View superb. A railway is to be constructed from Lugano.

Monte Caprino. A mountain honey-combed with wine-vaults. Curious and interesting.

To Porlezza. By steamer on the lake. A delightful excursion.

To reach the Lake of Como from Lugano take the Steamer to PORLEZZA. Time, 1 hour. Thence a new railway, 10 miles, to MENAGGIO, on Lake Como.

To reach Lake Maggiore either drive to LUINO, or take steamer to PONTE TRESA, thence rail line to LUINO. Distance, by road, 14 miles. Time, 2¼ hours. Omnibus daily; coupé 3 f. 70 c.; carriage, one horse, 12 francs. Fare, steamer and rail, first-class, 4 f. 65 c.

NOTE.—The beautiful little village of VARESE (*Grand Hôtel Varese*, magnificently situated, excellent house) can be easily reached either from Lugano (carriage or diligence), Luino, Laveno, or Como. Varese is highly recommended as a spring health-resort.

To Como for Milan, from Lugano. Distance to Como, 20 miles. The first station of importance is—

MENDRISIO. *Hôtel Mendrisio* (good). Town ½ mile away. The only attraction this place has is that it affords a very good starting-point for the ascent of—

Monte Generoso (5,559). Guide not necessary. Mules can go the whole way, and small carriage may also be hired to hold one person. Chaise à porteur can also be obtained at Mendrisio. Time to the hotel, 2½ hours. Mule fare, 6 francs. To the summit, 9 f. 50 c.; there and back, 12 f. 50 c. Small carriage to hotel and back, 15 francs. Chaise à porteur, with four men, there and back, 26 frcs. From the hotel the summit can be reached, either by mule or on foot, in about an hour. English church service is held in the hotel, which is deservedly recommended, and is under the superintendence of Doctor Pasta. There is also postal and telegraphic communication. Hotel can accommodate 140 people. A quarter of an hour from the hotel there is a point of view called Bella Vista, from which a magnificent panorama of Monte Rosa and the Swiss Alps is obtained.

The second station from Mendrisio is—

CHIASSO, on the frontier. Custom-house formalities here, and train waits some time. On leaving the station we enter the OLIMPINO TUNNEL, which is 1,922 mètres long. On emerging from it a sight bursts upon the view that can scarcely ever fade from memory: the Lake of Como and the picturesque town lie before us.

COMO (*see* page 375). Hence to Milan.

Digitized by Google

122. ROUND TOUR OF SEVEN OR EIGHT DAYS TO EMBRACE THE ITALIAN LAKES, MILAN, AND TWO OF THE GREAT ALPINE PASSES.

1st day.—From the Engadine, *vi* the Val Bregaglia to CHIAVENNA.

Or from Davos Platz, Chur, Thusis, &c., to Chiavenna.

2nd day.—To COLICO, by diligence (2 hours). Thence, down Lake Como to Como (or Lecco), to Milan.

3rd day.—In Milan.

4th day.—To ARONA (*see* page 378), by early train. Thence, by steamer on Lake Maggiore, to STRESA. Land, and visit Borromean Islands by boat. Return to Stresa, and take mules to ORTA (*see* page 379). (This would be a long day's work.)

5th day.—Steamer or boat to PELLA (*see* page 379); thence, by mule over the Colma, to Varallo.

6th day.—Back to Arona, 26 miles, or to Alagna and Macugnaga (*see* page 156), if you do not intend to do Maggiore.

7th day.—By steamer on Lake Maggiore to Pallanza; thence, by diligence over the Simplon; or direct by diligence from Arona, or by steamer, to Locarno; thence, by train through the St. Gotthard, to Lucerne or elsewhere; or by carriage or diligence *over* the St. Gotthard; or from Arona to Turin (*see* next page); thence to Geneva by Mont Cenis.

Those who can spare another day may land at LUINO (*see* page 381) on the 7th day, and proceed by cross route to Lugano, 13 miles; time, 3 hours; diligence, 3 francs; carriage for four persons, 12 francs; at the frontier passports are sometimes asked for. Spend some time on the lake, and proceed in the afternoon by carriage or diligence (three a day) to BELLINZONA (railway direct for those who prefer it, 19 miles; thence on the following day by the St. Gotthard or Bernardino.

This tour may be varied in a number of ways at the pleasure of the tourist, who has only to consult the foregoing pages, together with our Maps, to plan an excursion for himself. We have simply laid down lines for a seven days' excursion, which is designed to see as much as possible in the shortest possible time. The trip we have sketched could be done for eight or nine pounds, but in matter of expenses so much depends on individual tastes that the sum named might be reduced considerably, or increased indefinitely.

The about route can, of course, be reversed.

Digitized by Google

123. TURIN.

CONNECTING WITH MONT CENIS AND GENEVA.

HOTELS: *de l'Europe, Feder, de Londres, de la Ligurie, Baglioni's Grand Hôtel, Trombetta, Hôtel de Turin, Hôtel Suisse.*

CAFÉS: *Café delle Borsa* (English papers taken at this café), *Firorale, Addo, Conradin, Cambio.*

OMNIBUSES, from station to hotels, 1 franc. City omnibuses, 10 centimes each person.

FIACRES, about 1 franc for the course of ½ hour.

Good wine can be had in Turin, especially the *Asti Spumante*, which is a sparkling and wholesome wine, somewhat resembling cider, but sweeter. At nearly all the cafés the morning drink is a mixture of coffee and chocolate; it is called *beccecherino*, and is by no means unpalatable.

Turin (Italian, *Torino*) is the capital of Piedmont, and has a population of upwards of 200,000, the majority of whom are Roman Catholics.

The city is laid out in a rectangular form, and all the houses are large and massive, giving the impression of great solidity. It is built on a plain on the left bank of the River Po, and is in full view of Monte Rosa and the Alpine chain. The city arms are a Bull. The stranger will be struck with the long sticks of bread that look like bundles of canes. It is called "Grissine," and is the invention of a physician of that name. It is said to be very easily digested.

Excursion.

Mausoleum of La Superga. Distance, 8 miles. It is elevated 2,402 feet above the sea. Carriage, there and back, 20 francs. Or take omnibus to *Madonna del Pilone*, thence a short walk. A third way is by boat, starting from the bridge over the Po. After 20 minutes row (1 franc each) you land, and donkeys will be found waiting to take passengers up the mount. Fee for the donkey, 1½ francs. The tourist must ascend to the dome, whence there is a wonderful view.

Digitized by Google

Sights.

The Duomo (Cathedral). Above the altar is the Seedario Chapel, and here there is said to be preserved a piece of the veritable shroud that enveloped the Saviour as He lay in the tomb.

Palazzo Reale (close to the above). Magnificent furniture and vases. Open, 9 to 4.

Pinacoteca (Picture Gallery). A magnificent collection of pictures. Notice particularly the "Magdalene Washing the feet of the Saviour," by Paul Veronese. Also a Vandyck, "Children of Charles I." This aroused the enthusiasm of Mr. Ruskin. The "Passion," by Hans Hemling, is also very fine. The catalogues are 1 franc.

Muses d' Antichità. A splendid collection of Egyptian antiquities. Open free from 10 to 4.

Muses della Storia Naturale, in same building as the above. Open free.

Accademia di Belle Arti. A collection of paintings by Raphael, Rubens, and others. Free, 12 to 3.

Museo dai Industriale (*vid* Cavour). Very interesting.

Monte dei Cappuccini. Collection of maps, botanical and geological specimens, and a large telescope. Splendid view of Alps. Fee 25 centimes.

Distances and Fares from Turin to—

Milan. 93 miles. Fares: 1st, 17 francs; 2nd, 11 f. 90 c.; 3rd, 8 f. 55 c. Time, 3 hrs. 36 m. Five trains daily.

Rome. 416 miles. Fares: 1st, 84 f. 40 c.; 2nd, 58 f. 55 c. Time, 17 hrs. 15 m. Two trains daily.

Paris. 501 miles. Fares: 1st, 100 f. 20 c.; 2nd, 74 f. 65 c.; 3rd, 54 f. 25 c. Time, 20 hrs. 43 m. Five trains daily.

Geneva. 191½ miles. Fares: 1st, 39 f. 45 c.; 2nd, 29 f. 15 c.; 3rd, 20 f. 85 c. Time, 11 hrs. 27 m. Four trains daily.

Genoa. 103 miles. Fares: 1st, 18 f. 80 c.; 2nd, 13 f. 15 c.; 3rd, 9 f. 40 c. Time, 4 hrs. 30 m. Seven trains daily.

Florence. 290 miles. Fares: 1st, 52 f. 85 c.; 2nd, 37 f.; 3rd, 26 f. 45 c. Time, 11 hrs. 50 m. Three trains daily.

Arona. 86 miles. Fares: 1st, 15 f. 65 c.; 2nd, 10 f. 95 c.; 3rd, 7 f. 85 c. Time, 5 hours. Three trains daily.

Cuneo. 55½ miles. Fares: 1st, 9 f. 95 c.; 2nd, 7 f.; 3rd, 5 f. Time, 3 hours. Four trains daily.

Aix-les-Bains. 136 miles. Fares: 1st, 28 f. 55 c.; 2nd, 20 f. 95 c.; 3rd, 14 f. 85 c. Time, 7 hrs. 23 m. Four trains daily.

Annecy. 161 miles. Fares: 1st, 33 f. 50 c.; 2nd, 24 f. 60 c.; 3rd, 17 f. 50 c. Time, 10 hrs. 53 m. Two trains daily.

Mentone. 171 miles. Fares: 1st, 30 f. 40 c.; 2nd, 21 f. 30 c.; 3rd, 15 f. 40 c. Time, 9 hrs. 25 m. Two trains daily.

San Remo. 154 miles. Fares: 1st, 27 f. 10 c.; 2nd, 18 f. 95 c.; 3rd, 13 f. 65 c. Time, 13 hrs. 10 m. Two trains daily.

Venice. 258½ miles. Fares: 1st, 47 f. 10 c.; 2nd, 33 f.; 3rd, 23 f. 65 c. Time, 10 hrs. 5 m. Three trains daily.

Digitized by Google

VOCABULARY.

ENGLISH.	FRENCH.	GERMAN.	ITALIAN.
The Hotel.	**L'Hôtel—L'Auberge.**	**Der Gasthof.**	**La Locanda—L'Albergo.**
A light	Une lumière	Licht	La lume.
Bed	Le lit	Bett	Il letto.
Bottle of drinking water	Une carafe d'eau	Flasche trinkwasser	Bottiglia d'acqua da bere.
Bread and butter	Du pain avec du beurre	Butterbrod	Il pano con burro, di burro.
Breakfast	Le déjeûner	Frühstück	La colazione.
Brush the clothes	Brossez les habits	Kleider reinigen	Nettare spazzolare.
Cold milk (boiled)	Du lait froid (du lait chaud)	Kalte (heisse) milch	Latte freddo (caldo).
Clean towel	Une serviette blanche	Reines handtuch	Uno sciugamano netto.
Clean the boots	Nettoyer les chaussures	Stiefel putzen	Nettare i stivali.
Cup	Une tasse	Tasse	La tazza.
Double-bedded room	Une chambre à deux lits	Zimmer mit zwei betten	La camera con due.
Foot bath	Un bain de pieds	Fussbad	Il bagno de piedi.
Glass	Un verre	Glas	Il bicchiere.
Hot water	De l'eau chaude	Heisses wasser	Del acqua calda.
Landlord	Le maître de l'hôtel	Wirth	Il padrone.
Night lamp	La veilleuse	Nachtlicht	La lume da notte.
Room	L'appartement	Zimmer	L'appartamento.
Sheets	Les draps	Ueberzüge	I lenzuoli.
Sitting-room	Le salon	Wohnzimmer	La sala.
To call—to awaken	Réveiller	Aufwecken	Destársi, svegliarsi.
To light the fire	Allumer du feu	Einheizen	Accendere il fuoro.
To shave	Raser, se faire le barbe	Rasiren	Farmi la barba.

Digitized by Google

ENGLISH.	FRENCH.	GERMAN.	ITALIAN.
Waiter	Garçon	Kellner	Il cameriere.
Water-closet	Le cabinet	Der abtritt, or "No. 100."	Comodo: Il necessario.
Apple	Pomme	Apfel	Pomo; mela.
Beefsteak	Beefsteak	Beef-steak	Cottoletta di manzo bistecca.
Beef	Du bœuf	Rindfleisch	Del manzo.
Have I anything to pay?	Y-a-t-il quelque chose à payer?	Habe ich etwas zu zahlen?	E da pagare qualche cosa?
I leave this evening	Je pars ce soir	Ich reise diesen abend	Parto questa sera.
Things liable to duty	Sujet aux droits	Zollbare sachen	Sogetto al dazio.
A small cup of coffee	Une demi-tasse de café	Kleine tasse caffee	Una chicchera di caffe.
A glass of water	Un verre d'eau	Ein glas wasser	Un bicchier d'acqua.
Beer	De la bière	Bier	La birra.
Coffee with hot milk	Du café au lait	Caffee mit heisser milch	Il caffé con latte.
Glass of Cognac	Un petit verre de Cognac	Glas Cognac	Un bicchierino di Cognac.
Drive me to——Street, No.—	Conduisez-moi à la rue ——, Numéro —	Fahrt mich nach der—— Strasse, — No.	Conducite mi alla——, Numero —.
Stop here	Arrêtez	Haltet hier	Fermatevi qui.
What have I to pay?	Qu'ai-je à payer?	Was habe ich zu zahlen?	Quanto devo dare?
What is the fare?	Quel est le prix de la course?	Was ist die taxe?	Quant' è il prezzo corsa?
How much does it cost?...	Combien coûte-elle?	Wie viel kostet?	Quanto costa?
Have you a letter for me?	Avez-vous une lettre pour moi?	Haben sie einen brief für mich?	Avete una lettera per me?
Porter, my luggage	Facteur, mon bagage	Träger, mein gepäck	Facchino, mio bagaglio.

Digitized by Google

ENGLISH.	FRENCH.	GERMAN.	ITALIAN.
List of wines	Carte-des-vins	Weinkarte	Lista dei vini.
The bill	Le compte	Die rechnung	Il conto.
A half-bottle	Demi-bouteille	Halbe flasche	Mezza-bottiglia.

Numbers.

One	Un	Ein	Uno.
Two	Deux	Zwei	Due.
Three	Trois	Drei	Tre.
Four	Quatre	Vier	Quattro.
Five	Cinq	Fünf	Cinque.
Six	Six	Sechs	Sei.
Seven	Sept	Sieben	Sette.
Eight	Huit	Acht	Otto.
Nine	Neuf	Neun	Nove.
Ten	Dix	Zehn	Dieci.
Eleven	Onze	Elf	Undici.
Twelve	Douze	Zwölf	Dodici.
Thirteen	Treize	Dreizehn	Tredici.
Fourteen	Quatorze	Vierzehn	Quattordici.
Fifteen	Quinze	Fünfzehn	Quindici.
Sixteen	Seize	Sechszehn	Sedici.
Seventeen	Dix-sept	Siebzehn	Diecisette ; diciasette.
Eighteen	Dix-huit	Achtzehn	Diciotto ; diciotto.
Nineteen	Dix-neuf	Neunzehn	Diecinove ; diciannove.
Twenty	Vingt	Zwanzig	Venti.

Digitized by Google

INDEX.

Aar Valley, 61
Aarau, 253, 255, 298
Aarburg, 253
Aargau, Canton, 94, 253
Abendberg, 222
Abondance, Val d', 113
Academies, French, v
Accidents, 43, 86, 126, 152, 174, 183, 225, 227, 295
Achat, Bel, 131
Acla Silva, 339
Acqua Buona, 316
Adda, 353
Adelboden, routes from, 194
Adler Pass, 158
Aesch, 262, 297
Affoltern, 277
Agaunum, 110
Agittes, 109
Agno river, 383
Ahr valley, 14
Aigle, 105, 108, 200 201
—— from Château d'Oex, 207
—— to Corbeyrier, 109
Aiguille d'Argentière, 101
—— de Beaulieu, 217
—— de Blaitière, 128
—— du Bochard, 128
—— de Charmoz, 128
—— du Dru, 128
—— de la Floria, 128
—— du Géant, 133
—— des Glaciers, 133
—— du Goûté, 120, 121
—— du Midi, 44, 101, 122
—— du Midi, perilous descent, 45
—— du Moine, 128
—— Noir, 53
—— de la Sassière, 143
—— de la Tour, 131
—— de Verans, 120, 121
Aiguille Verte, 128
—— Rouges, 101, 128
—— de Trelatête, 133
Airolo, 168, 186, 303, 382
—— cross routes, 186, 382
—— by Val Maggia, 186, 382
—— by Val Piora, 186, 303
Aix, 116
—— bath establishment, 116
—— excursions, 116
—— sights, 116
Aix-les-Bains, 5, 95, 114, 115, 116
—— excursions, 116
Alagna, 155, 156, 157, 380
Alb, the, 369
—— Thal, 369
Albbruck, 369
Albertville, 117, 121, 133, 140
Albigna glacier, 334
Albinen, route, 197
Albis, iii., 277, 278
—— route, 278
Albisbrunn, 278
Albis-Hochwacht, 284
Albrun Pass, 167, 169
Albula, 318
—— Pass, 318, 326
—— view of, 327
Albulahorn, 347
Aletschbord, 167
Aletsch glacier, 167
Aletschhorn, ascent, 160
Algaby, gallery, 163
Allalin glacier, 158
—— Pass, 150, 158
Allalinhorn, 159
Allée Blanche, 133
Allières, 207
Alpbach, 260
Alp l'Allée, 180
Alp, Arpitetta, 180
—— Büls, 289
—— Eben, 363
—— Giop, 339
—— Glims, 348
—— Gschwandenmad, 233
—— Hohsand, 168
—— Königin, 169
—— Lösis, 289
—— Ots, 340
—— Palfries, 289
—— Schrienen, 289
—— Sura, 304
—— Uflern, 304
—— Wengern, 223, 225
Alpenclub Hotel, 270
Alpenglüth, 203
Alphubeljoch, 150, 155, 159
Alpiglen-Lücke, 263
Alpine passes, round tours, 384
Alpjenbach waterfall, 163
Alpnach Gestad, 235, 236
Alpôta, 337
Alps, casualties, 43, 86, 126, 152, 174, 183, 225
—— Graian, 143
—— how to see, 97
—— routes, *see* "Contents"
—— Tarentaire, 143
Alsace, battlefields, 22
Altdorf, 271
Altels, 196
Altorf, 261, 275
—— by Klausen Pass, 297
—— by Surinen Pass, 275
Altstaffel, 168
Altstätten, 301, 363
Alveneu, 89, 318, 329
Alvier, ascent, 289
Am Stein, 240
—— cross route, 240

Digitized by Google

Ambulants, cabinets, xxiii
Amphion, 113
Amsoldingen, 189
Amsteg, 262, 263, 270, 303
Amsterdam, 5
Andeer, 314
—— ascent from, 314
—— by Valetta Pass, 314, 326
Andermatt, 184, 188, 261, 301
—— to Coire, 188, 301
Andermatten, 167, 169
Andernach, 14
Animals, Alpine, viii
Annecy, 117, 121
—— to Geneva, 118
—— Lac d', 117
Annemasse, 116, 118, 119
Anniviers, Val d', 179
Anterne, Col d', 131
Antigorio, Val, 170
Antonien Joch, 323
Antrona Pass, 164
—— Piano, 164
—— Val, 164
Antwerp, 7
Anzasca, Val, 164
Anziendaz, 182
Aosta, 117, 132, 141, 145, 154, 178
—— to Châtillon, 142
—— to Cogne, 142
—— from Courmayeur, 139
—— to Evolena, 142
—— excursions, 141
—— from Martigny, 111, 173
—— by St. Bernhard, 173
—— to Sion, 178
—— to Val de Bagne, 142, 174
—— from Valpellina, 112
Apollinarisberg, 14
Appenzell, 94, 300, 301, 363
Arbedo, 187, 317
Arbola, Col d', 169
Arc, river, 117
Ardetz, 348
Areue Thal, 315
Argentière, 131, 135, 137
—— Col d', 131
Arlberg tunnel, 349
Armeno, 379
Arnanvillers, 27
Arolla, 112, 179
—— Combe d', 178
—— Glacier, 178
Arona, 165, 378
—— tour, 385
Arpenaz, cascade, 120
Arth to Brunnen, 255, 256
—— to Rigi-kulm, 249, 251
—— to Schwyz, 255, 256
—— to Zug, 256
Arve, the, 120, 121, 122
Arzinol, Pic d', 179
Ascona, 381
Assmannshausen, 18
Aufnau, 286
Augstbord Pass, 149, 181
Augstenberg, 323
Ausser-Ferrera, 314
Auterne, Col d', 113
Auvernier, 216
Avalanche, fall, 44, 309
Avalanches, 83, 87, 225
Avants, Les, 207
Avent, 183
Averser-Rhein, 314
Axenstein, Kurhaus, 246
Axenstrasse, 245, 249
Ayas, Val, 155
Ayent, 193
—— by the Kändle, 193
Ayer, 180

Baar, 278
Bacharach, 18
Bad-Alveneu, 89, 329
Bad-Pfaffers, 90, 291
Bad-Leuk, excursions, 197
—— to Albinen, 197
—— to Brieg, 198
—— to Sierre, 198
—— to Susten, 198
—— to Visp, 198
Bad-Passagg, 308
Baden, 370
—— baths, 94, 370
Baden-Baden, 9
—— to Bâle, 10, 373
—— to Offenburg, 10
—— to Switzerland, 10
Badermoos, 194
Bagne, Val de, 142, 174, 179
Bagni di Masino, 355
Bagni Nuovi, 356
Bain des Fées, 118
Bâle, 5, 8, 10, 122, 210, 216, 241, 255, 352, 370, 371
—— from Berne, 209
—— cathedral, 372
—— excursions, 373
—— from Geneva, 122, 373
—— museum, 372
—— routes from, 373
—— sights, 372
Balfrin, 148
Balmat, Jacques, 124
Balm-Alp, 262
Balme, 120
—— Aiguille de, 137
—— Châlet à la, 112, 132
—— Col de, 135, 136, 137
Balmenhorn, 154
Balmhorn, ascent, 196
Bange, Grotte de, 116
Bannio, 165
Baranca, Col di, 380
Barberine, cascade, 135
Bärentritt, 319
Baretto Balma, 322
Bärschwyl, 216
Bassecourt, 216
Baths and Springs, 14, 88-95, 98, 104, 109, 110, 113, 114, 116, 117, 118, 121, 146, 148, 189, 192, 196, 198, 202, 242, 251, 254, 262, 276, 277, 291, 295, 302, 308, 314, 318, 319, 320, 323, 329, 334, 337, 346, 349, 353, 355, 356, 359; *see also* "Springs."
Battaglière, La, 113
Battlefields of Alsace and Lorraine, 22
Baveno, 165, 181
Beaconsfield, Lord, 13
Bear, Step of, 319
Bears, Berne, 203, 204
Beatenberg, 191
Beaufort, De, 117
Becca d'Invergnuon, 143, 144
—— di Nona, 142, 143
—— de Tei, 144
Beckenried, 245
Beethoven, 13
Beichgrat, the, 160, 195
Belford, 216
Belgirate, 378
Bella Tola, ascent, 181
Bellagio, 375
Bellalp, 160, 195
—— to Eggischhorn, 160
—— to Ried, 160
Bellavista, 345, 346
Bellegarde, 115, 118
Bellerive, 216
Bellevue Grün, 343, 360
Bellinzona, 187, 317, 382, 385
—— to Lugano, 383
—— sights, 382
—— tour, 384, 385
Bellthal, 16

Digitized by Google

Belvedere, the, 157
Bendlikon, 285
Bennen, the guide, death of, 84
Berard, cascade, 135
Berborence, Lac de, 183
Bercla Pass, 325
Bergamo, 376
Bergschrund, 58
Bergün, 321, 329
—— ascents, 329
Bergüner Stein, 329
Berisal, 162
—— ascents from, 162
—— hospice, 163
—— cross routes, 164
Bernardino, San, 93, 309, 315
—— cross route, 316
—— spring, 316
Berne, 104, 105, 202, 209, 241, 276, 373
—— to Bâle, 202, 209
—— to Bulle, 202, 205
—— Bears' Den, 203, 204
—— Canton, 91, 203
—— cathedral, 203
—— clock tower, 203
—— cross routes, 205
—— excursions, 204
—— from Geneva, 122
—— Kirchenfeld, 203
—— to Lausanne, 205
—— mountains, 203
—— Münster Terrasse, 204
—— museum, 204
—— railway routes, 202
—— sights, 203
—— to Zimmerwald, 205
Bernese Oberland section, 189
Bernina hospice, 339
—— Pass, 340, 343
Bertol, Col de, 179
Besançon 216
Beschluss Bridge, 291
Besson, 183
Betschwanden-Diesbach, 295
Betten Alp, 167
Bettlihorn, the, 162, 169
Bevaix, 216
Bevers, 335
Bévilard, 215
Bevieux, 181
Bex, 109, 147, 181, 182
—— to Sion, 109, 181, 182, 303
Biasca, 187, 303, 305, 382
—— to Disentis, 187
Biberbruck, 259
Biebrich, 19
Bieler See, 213
Bienenberg, 255
Bienne, 213, 214, 373
—— to Bâle, 214
—— excursion, 214
—— lake, 213
—— from Neuchâtel, 212
—— sights, 214
Bies glacier, 149
Bietschhorn, ascent, 195
Bignasco, 169, 186, 382
Bingen, 18
Bingerloch, the, 18
Binn, 169
Binnen Thal, 169
Bionnassay, 132
Birds, viii
Bironico, 383
Birs, 214
Bischa, 321
Bistenen Pass, 149, 163
Black Forest, excursions, 10
Blaitière, Aiguilles, 128
Blanchard, ascent, 113
Blaue See, excursion, 194
Blegno, Val, 305
"Bloody Assizes," 309
Bludenz, 350, 351
—— ascent, 351
—— excursions, 351
Blume, ascent, 190
Blumenstein, baths of, 92, 189
Blumlis Alp, 190
Bocca Rossa, 170
Bocchetta di Val Cama, 317
Bödeli, 221
Bodio, 187
Boët, 182
Bœuf, Pas du, 181
Boigne, Gen. de, 116
Bois, Glacier des, 122
—— tête du, 175
Bolladore, 356
Boltigen, 199
Bondasca glacier, 333
Bonder Krinden, 194
Bondo, 333
—— excursion, 333
Boudry, 216
Bonhomme, Col du, 117
—— Rocher du, 133
Boningen to Interlaken, 234
Bon-Nant, 121
Bonn, 13
Bonne-femme, Rocher de la, 133
Bonneville, 120
Boots, 49, 125
Boppard, 17
Bormio, 356
—— baths, 356
—— cross routes, 356
—— excursion, 356
Borromean islands, 377, 380, 385
Bortelhorn, ascent, 162
Bosco, 169
Böse Seite, 238
Bösestein, 222
Bossons, 122
Botzberg rail, 255
Boudry, 212
Bouquetins, Col des, 142
Bourg St. Maurice, 117, 133, 139, 140, 145
—— St. Pierre, 112, 173, 175
Bouveret, 110, 112, 113
Boval hut, 340, 343, 345
Bozinger Höhe, 214
Brandner Thal, 351
Braubach, 17
Bräudli, 246
Braunwald Alp, 295
Bregaglia, Val, 333, 352
Bregenz, 350, 352, 359
—— tours, 350, 352
Breithorn, 150, 153, 222
—— ascent, 153, 156
Bremen, 6
Brenva, glacier, 134
Brestenberg hydropathic establishment, 254
Bretaye, 109
Breuil, Le, 155
Brevent, the, 128, 131
Brezon, the, 120
Brieg to Andermalt, 184
—— to Arona, 161
—— from Bad Leuk, 198
—— from Berne, 202
—— to Bellalp, 160
—— from Geneva, 122
—— to Italian lakes, 160
—— to Rhône glacier, 166
—— to Simplon, 160
Brienz, 234, 277, 318
—— lake, 234
—— to Boningen, 234
—— to Lucerne, 235
—— to Lungern, 235
—— to Rothhorn, 235
Brienzer Rothhorn, 235, 276
Brigelser Horn, 305
Brigne, 111
Brisi peak, 299
Brissago, 381
Bristenstoc, 261, 262
—— ascent, 263

Digitized by Google

Brohl, 14
Brothäusi, 191, 198
Bruchsal, 21
Brugg, 94, 253, 254, 370
Bruggen, 300, 301
Bruhl, Field of, 364
Brunig, 235, 277
Brunnen, 245, 257, 259
—— cross routes, 246
—— excursions, 246
—— to Einsiedeln, 259
Brunnenstock, ascent, 240
Brunni Pass to Disentis, 270
Brusio, 353
Brussels, 7
—— to Bâle, 8
—— to Cologne, 9
—— excursion from, 8
—— sights in, 8
—— to Waterloo, 8
Buchs, 298, 299
Bulle, 199, 202, 205
—— to Montbovon, 206
Büls, 289
Buochs, 271
—— lake, 254
Buochser Horn, 271, 272
Bunderbach, 194
Bünder Tödi, 305
Bundner Oberland, 296
Büren, 92
Burg, 369
Burgdorf, 210
Burgenstock, 244, 271
Burgfluh, 191
Burgistein, 189
Bürglen, 261, 298
Butscheleck, 205
Butterflies, 61
Byron, 16, 107, 228

Cabinets ambulants, xxiii
Cadenabbia, 375
Calcaccia cascade, 187
Calasca, 165
Caldar, Johann, 314
Calanda, ascent, 309
Calvin's house, 100
Cama, 316
—— cross route, 317
Cambrena Col, 346
Cambrena glacier, 331
Campfer, 337
—— lake, 337
Campo Cologno, 353
—— Dolcino, 316
Canardhorn, 322
Cannero, 381
Cannstadt, 22
Canobbio, 381
Cantine de Proz, 175
Canton des Grisons, 88
—— Ticino, 169
Cantons, Four, Lake of, 241, 242
Capolago, 384
Cardinell gorge, 315
Carloccio lake, 335
Carouge, 118
Carriages, xxxi
Casaccia, 334
—— hospice, 305
Casanna-Spitze, 322
—— Val, 347, 356
Cascade, Hôtel de la, 168
Cascades, 111, 116, 120, 128, 131, 135, 138, 187, 197
Castasegna, 333
Castel, 19
Castellatsch castle, 314
Castor and Pollux, 155
Casualties, causes of, 44
Cauciano Pass, 346
Caution, 118
Caves in Westphalia, 12
Celerina, 339
Cenis, Mont, *see* "Mont Cenis"
Ceppo Morelli, 157, 164, 165
Ceresole, 108, 143, 145
Cergues (St.), 103
Cevio, 169
Chable, 111, 112
Chaine des Fées, 131
Chaise, valley, 117
Chalets sur le Rocher, 131
Chambéry, 114, 116, 121 140
—— fountain, 116
Chamossaire, 109, 201
Chamounix, 111, 113, 114, 121, 122, 123
—— to Courmayeur, 131
—— excursions, 124
—— from Geneva, 119
—— guides, 123
—— Jardin, 127
—— to Martigny, 134
—— Mont Blanc, 131
—— monument, 124
—— to Orsières, 131
—— pictures at, 124
—— postage-stamps, 123
—— routes, 121
—— sights, 124
—— to Sixt, 114, 131
—— valley of, 123
—— visitors, 124
Chamousset, 117, 140
—— to Turin, 118
Champel, 132
Champéry, 114, 131
Champey, Val, 111, 175
Champsec, 111
Chapeau, 128, 129
Chapelle St. Bernard, 175
Chapiu, 123, 140
Chapütsch, 336
Chapütschin, 336
Charges, extra, xxiii
Charles the Bold, iii
Charmoz, Aiguilles, 128
Chartreuse, Grande, 117
Chasseral, 213, 214
Chasseron, 217
Chat, Dent du, 116
Château Blanc, glacier, 144
Château d'Oex, 199, 201, 206, 207
Châtelard, Val le, 122, 136
—— to Vernayar, 138
Châtillon, castle, 115, 120, 132, 141, 142
Chauderon, Gorge de, 106
Chaumont, 212
Chaux-de-Fonds, 212, 213
Chede, 121
—— cascade, 122
Chêne, 119
Chermontane, Col de, 112, 179
—— Grande, 112
Chernex, 105
Cheville, Chalets de, 182
—— Col de, 181
Chexbres, 104
Chiaclavout, 321
Chiamut, 202
Chiasso, 242, 384
Chiavenna, 309, 317, 333, 335, 384
Chiavenna to Colico, 317, 375
—— to Samaden, 333, 352
—— tours, 317, 333, 352
Chiesa, 354
Chillon, 107
—— Hôtel Byron, 107
—— railway, 106
Chrinnen, 192, 200
Chur, *see* Coire
Churfirsten peaks, 299
Churwalden, 317
Cima di Cantun, 336
—— di Jazzi, ascent, 156
—— del Largo, 336
—— di Rosso, 336
Clarens, 105
Clariden glacier, 295
—— pass, 270, 297

Digitized by Google

Clavadel, 89, 320
Clothing, proper, 49, 125
Club hut, Concordia, 231
—— Gleckstein, 231
—— Mountet, 180
—— Schwarzenegg, 231, 232
—— *see also* "Huts"
Cluses, 120
Coachmen's tickets, xxiii
Coblenz, 15
—— excursions, 16
—— fountain, French, 16
Cogne, 142
—— Combe de, 144
—— Val de, 142
Coire, 88, 259, 279, 290, 292, 305, 307, 309, 326, 382
—— from Andermatt, 301
—— to Chiavenna, 309
—— to Davos, 318
—— to Davos Platz, 317
—— excursions, 305, 308
—— to Ponte, 326
—— routes, 259, 279, 292, 305, 306
—— sights, 308
—— special notice, 309
—— from Wildhaus, 363
—— from Zurich, 279
Coiro, 379
Col.—See next initial of words with this prefix
Colico, 317, 352, 354, 355, 385
—— tour, 352, 354, 385
Colma, 360
Collonges, 105, 114, 115
Cologne, 6, 11
—— Antwerp to, 7
—— Bremen to, 6
—— Brussels to, 7
—— churches, 12
—— Eau de, 11
—— to Mayence, 13
—— Rhine tour, 13
—— Rotterdam to, 6
—— sights in, 12
Cologny, 113
Colombier, 216
Colon, Col de, 142, 178
Combal, Lac de, 134
Comballaz, La, 207
Combe d'Olen, 178
—— de Valnontey, 143
Combin, Grand, 112, 175
Como, 376
—— lake, 352, 375
—— to Milan, 376, 384
Concise, 217
Concordia hut, 231
Constance, 10, 19, 254, 299, 352, 358, 363, 373
—— cathedral, 364
—— excursions, 367
—— lake, 299, 359, 363
—— routes, 367
—— to Schaffhausen, 367
—— view of, 365
Contamines, Les, 120, 132
Conthey, 183
Continent, routes to, 1; *see also* "Contents"
Coppet, 102
Corbeyrier, 109
Corcelles, 217
Corinettes, ascent, 113
Corner, Bad, 238
Corvatsch, 336
Courfaivre, 216
Courgenay, 216
Courmayeur, 131, 139, 177
—— to Aosta, 119, 141
—— to Bourg St. Maurice, 139
—— by Col de Ferret, 139, 177
—— excursions, 139
—— to Martigny, 139
Courrendlin, 215
Courtetelle, 216
Court, 209, 215
Couvers, 213
Coux, Col de, 114, 131
Coxe, story by, 267
Cramont, the, 139
Cramosina waterfall, 187
Crap Alv, 303
Crasta Güzza, 344, 345
—— waterfall, 336
Cray, Le, 207
Crémine, 215
Crepin, cascade, 121
Crest Muntatsch, 303
Cresta, 339
—— Mora, 330
—— See, 306
Crête Sèche, Col de, 142
Créténism, v., 389
Creux de Champ, 200
—— du Vent, 212, 217
Crevasses, 56
Crevola, 164, 170
Criner Furca, 169
Cristallina, Val, 187, 304
Cristallo glacier, 357
Crodo, 170
Croix de Fer, 135, 137
—— de Nivolet, 106, 145
Cruseilles, 118
Culet, ascent, 114
Culoz, 115
Curaglia, 187, 303, 304
—— cross route, 304
Curciusa glacier, 315
Curtius, 336

Dagmersellen, 252
Dalaas, 351
Dala cascade, 197
Dalley, cascade, 138
Dames, Plan des, 132
Dammafirn glacier, 264
Dammapass, 263
Dammastock, 239
Danikon, 253
Dard, cascade, 128
Därligen, 190, 191, 218
Daubenhorn, 196
Dauben See, 196
Davos, 317, 318, 321, 322
—— ascents, 320
—— from Chur, 318
—— cross routes, 321
—— Dörfli, 322
—— excursions, 320
—— to Landquart, 322
—— Platz, 319, 347, 348
—— by Strela Pass, 317
—— to Sus, 321
Davoser See, 320
Dazio, Grande, 187
Dead, Lake of the, 172
Dechen cave, 12
Delémont, 215
Delle, 216
Dent Blanche, ascent, 154
—— de Chamois, 199
—— du Chat, ascent, 116
—— d'Hérens, 153
—— de Jaman, 106, 108
—— du Midi, 110, 114
—— de Morcles, 182
—— du Nivolet, ascent, 117
—— d'Oche, ascent, 113
—— Parassée, 143
Dents, Petites, 178
—— Grandes, 173
Desch, 216
Des Praz, 135
Devens, 181
Devil's Bridge, 188, 264
—— Ladder, 18
—— Stone, 263
—— Valley, 390
Diablerets, the, 109, 182, 183, 200
Diablons, 180
Diarrhœa, 52
Diavel, Passo del, 348
Diavolezza excursion, 343
Diechterhorn, 239

Digitized by Google

Dietikon, 370
Diligence seats, booking, xxii
Diligences, xxix
DILIGENCE TABLES :—
Aigle, xvii
Albula, xii
Alpnacht, xviii
Alveneu, xii
Andermatt, xii, xiv
Bellinzona, xiii
Bernardino, xiii
Berne, xiv
Bissca, xiii
Bernina, xvii
Brienz, xviii
Brigue, xi, xii
Brunig, xviii
Brunnen, xv
Chiavenna, xv
Chur, xix
—— (Coire), xii, xiii, xiv, xvi, xix
Colico, xiii
Davos, xix
Davos Dörfli, xix
Disentis, xiii
Einsiedeln, xv
Engadine, xiv
Engelberg, xiv
Fluela, xix
Flüelen, xii
Gessenay (Saanen), xvii
Goeschenen, xii, xiv
Goldau, xv
Gothard (St.) Pass, xii
Grindelwald, xviii
Gurnigel, xiv
Ilanz, xiv
Innertkirchen, xviii
Interlaken, xviii
Intra, xi
Julier, xvi
Landeck, xv
Landquart, xix
Landwasser, xix
Langwies, xix
Lauterbrunnen, xviii
Lenz, xvii, xix
Lugano, xii
Lukmanier, xiii
Maloja, xv
Meiringen, xviii
Moritz (St.), xii
Mosses, Les, xvii
Nauders, xv
Oberalp, xiv
Olivone, xiii
Prattigau, xix
St. Gothard Pass, xii
St. Martin Lantosque, 389
Diligence tables—*cont.*
Samaden, xv, xvi, xvii
Schuls, xix
Schyn, xvi
Simmenthal, xvii
Splügen, xiii
Stansstadt, xiv
Thun, xvii
Thusis, xix
Tiefenkasten, xvi, xix
Tirano, xvii
Tyrol, xv
Wiesen, xix
Diosaz, Gorges de la, 122, 128
Diroccamento ravine, 357
Dischma Thal, 320
Disentis, 90, 186, 270, 302
—— baths, 90, 297, 302
—— to Bissca, 303
—— excursions, 303
—— by the Lukmanier, 187, 303
—— by Val Piora, 186, 303
Disgrazia mountains, 336, 355
Dissenhofen, 368
Dogs, St. Bernhard, 162
—— Newfoundland, 185
Doire, the, 134
Dole, ascent, 102, 103
Dollone, 139
Dom, 149
Dom Joch, 159
Donath, 314
Doors, locking, xxii
Dora Baltea, 134
Dorf Alveneu, 318
Dornach, iii
Dornach-Arlesheim, 216
Dossen, 250
Dottingen, 254
Doubs, 216
Dovaine, 113
Doveria, 170
Drachenfels crag, 14
Dranse, the, 174
Dress, Alpine, 49, 125
Druids' Stone, 181
Dufour-Spitze, ascent, 157
Duin, Tour de, 182
Dündengrat, 223
Durand, Col, 180
—— glacier, 180
Durnant gorges, 111
Düssistock, 270
—— ascent, 270

Eau de Cologne, 11
Eben Alp, 363
Ebnat-Keppel, 298
Ecce Homo chapel, 259
Echelle, L', 125
Écluse, Fort de l', x, 103
Egeri lake, 259
—— to Zug, 259
Egeri-See, 286
Egginerhorn, the ascent, 158
Eggischhorn, 160, 166, 167, 172, 173, 195, 223, 231, 232
—— ascent, 158, 167
—— to Ried, 167
—— routes to, 173
Eisenbach, 168
Eginen-Thal, 168
Ehrenbreitstein, fortress, 15
Eiger, 227, 232
Eigerhöle, 227
Einsiedeln, 259, 260, 286
—— Abbey, 260
Eismeer, 227
Elm, 259, 291, 293, 306
—— landslip, 293
—— by Panix pass, 294
Eltville, 19
Emd, 149
Emme, the, 276
Emmenbrücke, 252
Emmenthal, 275
Ems, 17, 306
End der Welt, 272
Engadine, the, 317, 322, 323, 331
—— Lower, 322
—— map, face, 331
—— mountains, 332
—— routes, 317, 384
—— Upper, 321, 331
—— valley routes, 332
Enge, the, 204
Engelberg, 238, 240, 272
—— cross routes, 275
—— excursions, 272
—— from Lucerne, 271
—— sights, 272
Engelberger - Rothstock, ascent, 275
—— Thal, 272, 273
Engethal, 225
Engstlen Alp, 238
—— passes, 238
—— See, 238
—— sights, 238
Enthibuch, 202, 275, 276
Entrèves, 134, 139
Entrelavi, Col d', 144
Entremont, Val, 174
Eptingen, 255

Digitized by Google

Erdes, 183
Ergolz, 255
Erlenbach, 198
Erndthal, 193
Erstfeld, 275
Erstfelder Thal, 262
Escher, Conrad, 287
Escholzmatt, 276
Étroubles, 177
Eulach, 299
Evêques, L', 178
Evian, 95, 113
Evolena, 142, 147, 155, 178, 179
—— excursions, 179
Ewig-Schneehorn, 173
Excise, xxiii
Expenses, xxix
Extra-post, xxx

Fähler See, 363
Faido, 187
Fallbach baths, 189
Faller, Val da, 325
Falls, ice, 57, 225
—— Rhine, 368
—— *see* "Waterfalls"
Fang, 180
Fardün, 314
Fätschbach falls, 262, 297
Faucigny Castle, 120
Faulensee, 91, 190, 262
—— lake, 262
Faulhorn, 190, 222, 226, 233, 310
—— excursions, 233
Faulhorn peak, 190
Fedoz glacier, 331, 336
Fée, 168
Feldkirch, 299, 352
Felik-Joch, 155
Fellaria glacier, 331, 346
Felsenmeer, 12
Fenêtre, Col de, 111, 112, 142, 144, 174, 177
—— de Cogne, 143
Ferpècle, 179
Ferrera valley, 314
Ferret, Col de, 139, 175
—— Val, 139, 174
Festi glacier, 149
Festung, 343
Fêtes, national, vi
Fettan, 348
Fex glacier, 331, 336
—— Thal, 336
Fexbach, 335
Fibbia, ascent, 186
Fideris baths, 89, 323
Fideriser-Au, 323
Fier, the, 118
Fiéry, 155
Fiesch, 166, 167, 169, 173
Filisur, 329
Findelen glacier, 153, 154
Finhaut, 136, 138
Finsteraarhorn, 137, 171, 172, 230
—— ascent, 172
Finsteraarjoch, 232
Finstere Aarschlucht, 237
Finstermünz pass, 351
Fionnay, 112
Fisch See, 168
Fish-breeding establishments, 373
Fisistock, 194
Flatzbach, 340
Flavigny, 29
Flawyl, 300
Fleas, &c., xxv
Fleckistock, ascent, 263
Flégère, the, 128
Flims, 90, 259, 306
Flirsch, 351
Florentina tower, 317
Floria, Aiguille de la, 128
Flüela pass, 320, 321, 348
Flüelen, 241, 242, 249, 271
Flüh lakes, 325
Fluhli, 276
Flums, 289
Fobello, 380
Fontana Fraida, 340
Foppiano, defile, 169
Forbes, Dr., prediction realised, 125
Forclaz, 109, 179
—— Col de la, 121, 136, 137
Formazza, Val, 167, 169
Fornet, 144
Forno glacier, 336
—— pass, 336
Fort Bard, 143
Foscagno pass, 356
Fouilly, Le, 131, 122
Fourneaux, 154
Frankfort, 19, 374
—— Cathedral, 20
—— Göthe's house, 20
—— Judengasse, 19
—— Opera-house, 19
—— Palmen Garten, 20
—— sights in, 19, 20
—— wine-cellars, 20
—— Zoological gardens, 20
Franzenshöhe, 357
Frauenfeld, 299
Frauenkirch, 319
Fressinone waterfall, 163
Freiburg, 11, 218, 369
—— cross route, 218
Freiburg-im-Breisgau, 19
Freudenberg, 301
—— Castle, 291
Fribourg, 105, 202, 205
Friedrichshafen, 22, 360,
Frohburg, 253
Frohn Alp, 246
Fronalp Stock, 246, 258
Frümsel peak, 299
Frutigen, 191, 193
—— to Niesen, 193
—— routes from, 194
Frutli, cascati di, 169
Fuorcla de Fex, 336
—— da Surleg, 337
—— Tshierva Scerscen, 344
Furgen Joch, 155
Furggen, 164
Furka, 167
—— pass, 137, 166, 173, 184, 239
Furrenalp, 272
Furva, Val, 356
Furtwang Sattel, 239
Fusio, 186

Gabelhorn, ascent, 154
Gadmen, 240
Gadmenthal, 238
Gailletta, Col de, 145
Gais, 360
Galenstock, 171
Gampel, 194
—— by Lotschen pass, 194
Ganter bridge, 162
Gantrist pass, 199
Garin, Col de, 142
Gassenried pass, 148, 149
Gasterndorf, 194
Gasternholz, 194
Gasternthal, excursion, 194
Gauli glacier, 237
Géant, Col du, 131
Geisenheim, 18
Geislingen, 22
Geissberg, ascent, 238, 275
Geisspfad pass, 170
Geltenberg glacier, 199
Geltenhorn glacier, 199
Gemmi, the, 189
—— pass, 193
Gems Jäger, 320
Gemsfayrenstock, 295

Digitized by Google

Geneva, 97, 113, 114, 118, 216, 218, 241, 373
—— to Aix-les-Bains, 114
—— from Annecy, 118
—— to Basle, 122
—— baths, 98
—— to Berne, 122
—— to Bouveret, 112
—— to Brigue, 122
—— Cathedral, 100
—— to Chambery, 114
—— to Chamounix, 119, 145
—— history, 99
—— to Interlaken, 123
—— Jardin Anglais, 100
—— Lake, 102
—— Lake, tour of, 102
—— to Lausanne, 122
—— Library, 100
—— to Lucerne, 122
—— to Neufchatel, 122
—— round tour, 114
—— routes from, 123
—— sights, 100
—— view of Mont Blanc, 101
—— to Visp, 122
—— walks, 101
Geneveys, Les Hauts, 213
Gersau, 245
Gerstenhorn, 171
Geschenen alp, 240, 264
Giacomo pass, 169
Giessbach, 233
—— falls, 234
—— to Interlaken, 234
Giétroz glacier, 111, 174
Gignod, 177
Gimmelwald, 224
Giornico, 187
Gisliflub, 254
Giswyl, 235
Glacier expeditions, 154, 186, 335
—— motion, 53, 172, 227
—— pass, 131
—— passes to Eggischhorn, 232
—— passes to Grimsel hospice, 232
GLACIERS:—
Aar, 55
Albigna, 334
Aletsch, 167, 223
Allalin, 158
Arolla, 178
Bies, 149
Bois, 57, 122, 128
Bondasca, 333
Bossons, 122, 126
Breithorn, 153, 224
Glaciers—*continued.*
Brenva, 134
Cambrena, 331
Château Blanc, 144
Clariden, 295
Colon, 178
Cristallo, 357
Curciusa, 315
Dala, 197
Dammafirn, 264
Durand, 180
Engadine, 331
Fedoz, 331, 336
Fellaria, 331
Ferpècle, 179
Festi, 149
Fex, 331, 336
Findelen, 153, 154
Forno, 336
Furggen, 164
Gauli, 237
Geltenberg, 199
Geltenhorn, 199
Giétroz, 111, 174
Gorner, 154, 155, 156
Gria, 122
Grialetsch, 320
Gries, 168, 262
Grindelwald, 237
Hüfi, 270
Jungfrau, 219, 222, 225
Kaltwasser, 162
Kehlen, 264
Lammeren, 192, 197
Lötschen, 194, 195
Lötschenberg, 194
Madatsch, 357
Maing, 197
Matterhorn, 144, 146
Medelser, 303, 304
Mer de Glace, 53, 60, 122, 124, 127
Mettenberg, 227
Miage, 133
Monte Rosa, 157
Morteratsch, 331, 339, 340
Mutten, 242
Obersar, 172
Otemma, d', 112
Palü, 331
Pers, 343
Piller, 322
Plan Rai, 323
Porchabella, 321
Rabuigne, 144
Raut, 162
Red, 151
Rhône, 55, 56, 166, 170, 171, 173, 184, 263
Roseg, 331, 340
Rosenlani, 233
Glaciers—*continued.*
Sanfleuron, 183
Sardona, 290
Scaletta, 320
Schlossberg, 262
Scorluzzo, 357
Scersen, 331
Silvretta, 323
Stein, 240
Stockje, 154
Sulden, 358
Taconay, 122
Talèfre, 127
Théodule, Upper, 150
Tiefen, 239
Trelatête, 132
Trient, 136, 137
Trift, 159, 239
Tschierva, 344
Tschingel, 225
Unterasr, 53, 172
Weitenwasser, 242
Zagen, 196
Zapport, 316
Zäsenberg, 227
Zmutt, 154
Glaris, 319
Glarus, 258, 293
—— to Brunnen, 259
—— canton, 93, 258
—— cross routes, 259, 295
Glas, 310
Glatt, 300
Gleckstein club hut, 231
Glion, 105, 106
Glovelier, 216
Glucose, xxxii
Godesberg, 13
Goitre, v
Goldau, 246, 249, 251, 257
Goldswyl, 189
Goleze, Colde, 131
Gondo, 159, 163
—— cross route, 164
—— gorge of, 163
—— tunnel, 163
Gonzen, 290
Gorner-Grat, 151, 155
Gorze, 29
Göschenen, 263
Gossett, Mr., on avalanches, 84
—— on glaciers, 55, 57
Göthe's house, 20
Gottschallenberg, 286
Gottlieben Castle, 364, 367
Goûté, Aiguilles du, 120
—— Dôme du, 120
Government, Swiss, x

Digitized by Google

Grafenort, 272
Grammont, ascent, 113
Grand Casse, 143
—— Combin, ascent, 112, 175
—— Paradis, ascent, 142, 143, 145
—— St. Pierre, ascent, 143
Grande Chartreuse, 117
Grand Eau, 201
Grandes Dents, 178
Grands Jorasses, 133
Grands Mulets, 125
Grandson, battle, iii, 217
Granfelden, 215
Granges, Les, 138
Granier, Mont, 116
Grape cure, 181
Gräplang, 289
Grassen pass, 275
Grancrou, Col de, 143
Gravelotte, 22, 26
Great St. Bernhard, 140, 173
—— dogs, 176
—— hospice, 176
—— morgue, 176
—— Napoleon's passage, 174, 175
—— pass, 174
Grellingen, 216
Grenoble, 117
Greppen, 256
Gressoney, 155
—— la Trinité, 156
Grésy, cascades, 116
Grey League, 305, 308
Gria glacier, 122
Grialetsch glacier, 320
—— Thal, 320
Gries glacier, 168, 262
—— pass, 168
Grieselstock, 295
Grimsel, ascents, 172, 231
—— hospice, 172, 232, 237
—— hospice, cross routes, 173, 232
—— to Meiringen, 173
—— pass, 137, 166, 170, 172
Grindelwald, 173, 223, 226, 231, 232
—— ascents, 227
—— excursions, 227
—— to Faulhorn, 233
—— lower glacier, 227
—— to Meiringen, 233
—— routes, 173, 223, 231
—— upper glacier, 227
Grisanche, Val, 144, 145
Grisons, Canton des, 88, 307
Grisons, history, 307
"Grissine" bread, 386
Grivola, ascent, 143
Grono, 317
Gross Thal, 295
Grosse Emme, 210
—— Ruchen, 270
—— Scheerhorn, 270
—— Windgelle, 262, 270
Grotte de Bauge, 116
—— aux Fées, 110
Gruben, 149, 181
Grumello mine, 354
Grünhorn, ascent, 296
—— hut, 297
Grüsch, 323
Grütli, 246
—— springs, 246
—— three men of, ii, 246
Gryon, 182, 200
Gschwandenmad Alp, 233
Gstaad, 200
Gsteig, 163, 192, 199, 200
Guarda, 323, 348
Guardavall ruins, 347
Guides, lost, 126
—— Société des, 123, 139
Gumfluh, 199
Gunten, 190
Gurben, 222
Gurnigel, ascent, 189
—— baths, 92, 189, 199
Gurnigelbad, 199
Gürten, the, 204
Gutenfels Castle, 18
Gütsch, 243
Guttannen, 237, 239
Gwatt, 198

Haag, 298, 299, 301
Habits, insular, xxiii
Hacken, 259
Hallwyl lake, 254
Halonville, 27
Haltenegg, 189
Handeck, 237
—— falls, 173, 237
Hapsburg château, 254
—— Counts of, ii
Harder, the, 222
Hasenmatt, 209
Hasli-Jungfrau, 231
Hasli-Thal, 233, 234
Haudères, 178
Hauenstein, 255
—— tunnel, 255
Hausen, 278
Hausstock, 258, 294
Heidelberg, 21, 374
Heidelpass, 290
Heidelspitz, 290
Heiden, 360
Heiden, routes, 360
Heimweh-Fluh, 221
Heinrichsbad, 300
Hell, Ledge of, 238
—— Pass of, 369
—— Vestibule of, 183
Helvetia, i
Herbetet, Col de l', 136
Herbrigen, 149
Hérens, Col d', 155
—— Dent d', 153
—— Val d', 147, 178
Hergiswyl, 236
Herlincourt, Comtesse d', 198
Herrenberg, 260
Hertenstein Castle, 244
Herzogenbuchsee, 209, 210
Heschi, 193
Heustrich Bad, 92, 191
—— to Niesen, 191
Himmelreich, 369
Hindelbank, 205, 210
Hinter-Meggen, 256
Hinterrhein, 306, 313, 315
Hinterruck, 299
Hints to tourists, xxii, 49
History, brief, i
—— Arberg, 350
—— Geneva, 99
—— Grisons, 307
—— Gt. St. Bernhard, 174
—— Toggenburg, 298
—— Zurich, 280
Hoch Ducan, 321
—— Finstermünz, 351
Hoché, General, 16
Hochfluh, 250
Hoffnungsau, 319
Hohbühl, 221
Hohenklingen, 368
Hohen-Rhaetien Castle, 310
Hohentwiel, 10
Höheweg, 221
Hohle Gasse, 256
Höllenhaken falls, 371
Höllenpass, 369
Höllenplatte, 238
Höllenthal, 10, 369
Holzplatz, baths, 202
Homburg, 20
—— caution, 20
—— Elizabeth Quelle, 20
—— Kurhaus, 20
Honey, Swiss, xxxii, 41
Horgen, 277, 285
—— route, 277
Horbisthal, 272
Hornli ridge, 153
Hospenthal, 185

Digitized by Google

Hotels and pensions, 38
—— advice on, xxiv, 38, 40
Hüfi Alp, 270
— glacier, 270
— hut, 270
— pass to Disentis, 270
— to Linthal, 270
Hundwyler-liter, 301
Huningen, 373
Hurden, 286
Huss, John, 364, 367
Huts, 154, 180, 192, 223, 226, 230, 231, 239, 270, 297, 340, 343, 348, 358
Huttwyll, 210
Hutstock, ascent, 275
Hütten, ascent, 286

Ibach, 257
Ice Falls, 57, 225
Iffigen, 192
Iffigenbach falls, 192
Iffigensee, 192
Ignes cascade, 178
Ilanz, 294, 297, 306
—— by Kisten pass, 297
—— St. Martin's Church, 306
—— by Valser Berg, 316
Illiez, Val d', 114
Imfeld, 169
Imhof, 237, 239
—— caution, 237
—— excursions, 237
Immensee, 254, 255
Im Moos, 168
Im Selden, 194
Inden, 198
Inferno wine, 354
Information, general, xxiv
Ingenbohl, 257
Inn, 335
Inschi, 263
Interlaken, 193, 202, 218, 222, 234, 277
—— ascents, 222
—— excursions, 221
—— from Geneva, 122
—— to Grindelwald, 226
——to Lauterbrunnen, 222
—— from Thun, 218, 277
Intra, 381
Intragno, 382
Isenthal, 249, 271, 275
Iselle, 164
Iseltwald, 234
Isère, 145
Iserlohn, 12
Isle Persa, 343
Isleten, 249, 272
Isola, 316
Isola Bella, 378, 380
—— S. Giovanni, 381
—— di San Giulio, 379
—— Madre, 381
—— dei Pescatori, 381
Isolaccia, 356
Italian lakes, 160, 375
—— map, face, 375
—— round tour, 384
Ivrea, 144

Jaman pass, 207
Jamthaler Joch, 348
Jardin, Chamounix, 127
Jaun, 199
Jenisberg, 319
Joch pass, 238, 275
Johannisberg, 18
Jourplaine, Col de, 131
Juf by Bercla pass, 325
Julier, 325, 334
Jungfrau, 219, 222, 225, 228
—— hotel, 166
—— view of, 219
Jungfraujoch, 232

Kaien, 360
Kalfeuser Thal, 292
Kaltbad, 250
Kaltwasser glacier, 162
Kamor, 301, 363
Kammerstock, 295
Kandersteg, 193, 194, 223
Känzeli, 313
Känzli, the, 251
Kappel, iii, 278
Kapellbrücke, 242
Karpfstock, 258, 294
Kärstelenbach, 270
Katzenellenboge Castle, 17
Kaub, 18
Kehl, 19, 34
Kehlen glacier, 264
Kehlenjoch, 263
Kehrsiten, 271
Kesselheim, 15
Kilomètres, vi
Kingiz Kulm pass, 297
Kippel, 194
Kisten pass, 297
Klamm, 351
Klausen pass, 262, 297
Klein Thal, 295
Kleine Emme, 276
—— Matterhorn, 154
—— Rügen, 221
—— Sidelhorn, 173
—— Windgelle, 262
Kleinsee lake, 343
Klön lake, 259
Klön-See, excursion, 258
Klopstock, 285
Klosterli, 251
Klösters, 322, 348
Klus, 262
—— gorge, 324
Koblenz, 254
Kohleren Schlucht, 189
Königin Alp, 169
Königsfelden Abbey, 370
Königswinter, 14
Krattigen, 191
Kranzberg, the, 229
Kreuzli pass, 303
Kriegalp, 170
Krönte, 262
Küblis, 323
Kulm, meaning of, 249
—— Rigi, 249, 251
Kunkels pass, 292
Kupfenfluh, 317, 320
Kuranstalt Lenk, 192
Küssnacht, 256

Lascher See, 14
Labyrinth, 343
Lac, Le, 122
— Bleu, 178
— du Bourget, 115, 116
— de Combal, 134
Lachan, 286
Lake of Four Cantons, 241, 242
Lakes, Italian, 160, 375, 384
—— Swiss, vii
—— tours, 384
Lammerbach fall, 270
Landeck, 350, 351
Landquart, 292, 324
—— rail routes, 324
Landwasser Strasse, 319
Langenbruck, 253
Langenthal, 210
Langendorf, 208
Languages, xxiii, xxiv
Langnau, 202, 276
Languard, tours, 345
Langweis, 317
La Porta, 333
Laquinbach, 163
Laqsinthal, 163
Latelhorn, 159
Latterbach, 198
Laubergrat, 236
Lauberhorn, 226
Laucherspitze, ascent, 195
Lauenen, 199, 200
—— See, 200
—— Thal, 200

Digitized by Google

Läufelfingen, 253, 255
Laufen, 216
Lauinenthor, 223
Laupen, ii, 202
Lausanne, 104, 205, 216, 218, 241
—— from Bâle, 373
—— from Geneva, 122
Lausen, 255
Lauslebourg, 118
Lauteraarjoch, 232
—— route, 173
Lauterbrunnen, 194, 222
—— cross routes, 223
—— to Grindelwald, 223
—— by Peters-Grat, 195
—— Thal, 222
—— Upper Valley, 222, 224
Lauzon, Col de, 144
Lavazjoch, 304
Laveno, 381
Lavey, baths, 91, 110
Lavin, 322, 348
—— ascents, 348
—— cross route, 348
Lavinuoz, Val, 348
Lavizzara, Val, 186
Lax, 166, 169
Lebendun, Lago di, 169
Lecco, 376
—— lake, 375
—— to Bergamo, 376
—— to Milan, 376
Legnana valley, 383
Leissigen, 191
Leistkamm peak, 299
Leiter precipice, 197
Lenk, 91, 192, 194, 197, 200
—— baths, 91, 192
—— excursions, 192
—— to Sion, 192
Lenz, 317, 318
Lenzberg, 251
Lenzer-Heide, 318
Lenzkirch, 369
Leük, 192, 198
—— baths, 148, 196, 198
—— excursiosn, 197
—— by Gemmi pass, 193
—— by Lämmeren glacier, 192
—— by Resti pass, 195
—— Susten, 147, 198
Leukerbad, 90, 196
Leysin, 109, 201
Liddes, 175
Liestal, 255
Limmat, the, 282, 285
Lindau, 352, 359
Linen, washing, xii
Linth, the, 285
—— canal, 287
Linththal, 270, 288, 295
—— cross routes, 297
—— excursions, 296
Linz, 14
Lion, Col du, 155
Liro valley, 316
Lisberg, 216
Liserne, 183
Liverogne, 144
Livigno, 347, 348, 356
Locarno, 169, 382
—— cross routes, 382
—— lake, 378
Lochberg, 263
Locle, Le, 213
Loffelhorn, ascent, 167
Lognon, Pavillon du, 135
Lommiswyl, 209
London, routes from, 2, 4, 5, 11
Lorch, 18
Lorraine, 22
Lösis alp, 289
Lötschen pass, 194
Lötschenthal, 160, 223
—— Upper, 195
Lottschenlücke, 195
Lourtier, 111, 174
Loussel, 178
Lowerz Castle, 257
—— lake, 257
Lucendro, lake, 185, 242
Lucerne, 236, 241, 373
—— to Arth, 255
—— to Bâle, 252
—— to Bellinzona, 261
—— to Berne, 202, 276
—— to Brienz, 277
—— to Brunnen, 255
—— Four Cantons, 242
—— to Engelberg, 271
—— to Flüelen, 241, 244
—— from Geneva, 122
—— lake, 242, 244
—— to Lanzburg, 251
—— to Locarno, 261
—— railway routes, 241
—— to Schwyz, 255
—— sights, 243
—— steamboat, 241, 255, 271
—— view of, 243
—— walks, 243, 244
—— to Zurich, 277
Ludwigshöhe, 154
Lueg, 210
Lugano, 381
—— churches, 383
—— to Como, 383
Lugano, excursions, 384
—— lake, 375
—— to Milan, 383
Luggage, registered, xxiii
Lugnetz valley, 306
Luino, 381
—— tour, 385
Luisin, the, 138
Lukmanier, the, 187, 303, 304
Lumino, 317
Lünersee, 351
Lungern, 235
—— lake, 235
Lurlei, the, 17
Lusch, lake, 310
Lütschenthal, 226
Lütschine, Black and White, 221, 222
Lys Joch, 155
Lyskamm, ascent, 154
Lyssach, 210

Maasplankjoch, 263
Macolin, 214
Macugnaga, 155, 157, 164, 380
—— ascents from, 157
Madatsch glacier, 357
Maderaner Thal, 262, 270, 296, 297, 303
Madesimo Fall, 316
Madonna della Bocciola, 379
—— di Tirano, 353
Madulein, 347
Magadino, 378
Maggia, Val, 169, 186, 382
Maggiore, Lago, 309, 377, 385
Magglingen, 214
Maienwand, 171
Mainau, island, 367
Maira, 333
Maisons Blanches, Col des, 112
Malenco, 336, 354
Malero, 355
Maloja, xv, 187, 325, 326, 333, 334
—— pass, 187, 303, 334
Malmaison, 27
Mals, 358
Mance, the, 26
Männlichen, 228
Manskoff's wine-cellars, 20
Marat, birthplace, 209
Marceau, monument, 16
Marches, Les, 117

Digitized by Google

Marengo, battle of, 174
Marksburg, 17
Mars-la-Tour, 22, 28
—— monument at, 28
Martigny, 108, 111, 136, 173, 175, 202
—— to Aosta, 111, 173
—— to Chamounix, 111, 136
—— by Col de Fenêtre, 111, 142, 174, 177
—— excursions, 111, 112
—— from Orsières, 175
—— from Villeneuve, 108
—— to Visp, 146
Martinsbruch, 349
Masino, Val di, 336, 355
Masone, 164
Matches, xxii
Matterhorn, the, 150, 152
—— ascent, 152, 153
Matter Joch, 155
Matmarksee, 158
Mauensee, lake, 252
Maulbeerbaum, café, 190
Maurice, 110, 114
Mäusethurm, 18
Mauvais Pas, 128
Mauvoisin, 111, 112
Mayence, 19
Mayenfeld, 292
Measurements, vi
Medel, Val, 197, 304
Medelser glacier, 303, 304
Meien, 240
Meilen, 286
Meillerie, 113
Meiringen, 173, 233, 238, 239
—— to Brienz, 234
—— to Engelberg, 238
—— to Grimsel hospice, 237
—— from Grindelwald, 233
—— to Interlaken, 234
—— by Joch pass, 238, 275
—— by Susten pass, 239
Melchthal, 235, 238
Melilot, 258
Mels, 289, 290
Menaggio, 375
Mendrisio, 384
Menoge, 120
Mer de Glace, the, 53, 55, 60, 122, 124, 127
—— movement of, 55
Merjelen See, 167
Mesenhorn, 192
Mesocco, 316
Mesoncles, Col de, 144
Mètres, vi
Mettelhorn, ascent, 154
Mettenberg, 228, 232
Metz, 9, 30
—— to Strasbourg, 34, 37
Mezza Selva, 89, 323
Miage glacier, 133
Midi, Aiguille du, 44, 45, 101, 122
Milan, 376
—— Brera Palace, 377
—— Cathedral, 376
—— distances from, 268
—— La Scala theatre, 376, 377
—— tours, 384
Milk, Swiss, 41
—— cure, 102, 181
Misaseno, 379
Mischabel mountains, 149
—— Joch, ascent, 159
Misox Castle, 316
Mitlodi, 295
Mittaghorn, 159
Mittagsfluh, 199
Mittel-Rhein, 303
Mittenberg, 308
Modane, 118
—— to Susa, 119
—— tunnel, 118
Moësola, Lago, 316
Moësa, river, 316
Mogador, 27
Mole, the, 120
Moleson, 206
Molins, 325
—— ascents from, 326
—— cross route, 325
Mollia, 390
Mollis, 288
Morning, ascent, 154, 180
—— pass, 154, 180
Mompé Medel, 303
Monarch, the, 120
—— tragedy, 126
Mönch, 226, 232
Mönchjoch, 232
Monei, Col de, 143
Money exchange, xxvii
—— value of, vi
Monnaie, Galerie de la, 174
Mont Avril, 112
Mont della Baseglia, 347
Mont Bassac, Petit, 145
Mont Blanc, ascent, 124, 127, 139
—— catastrophes, 126
—— from Chamounix, 124
—— from Courmayer, 124
—— risks, 125
—— de Sellon, 112
Mont Blanc from St. Gervais, 124
—— tour du, 132
—— views of, 97, 101, 124, 139
Mont des Bornes, 118
Mont Bûet, 131
Monte Camoghe, ascent, 383
Monte Caprino, 384
Monte dei Cappuccini, 387
Monte Cenere, 383
—— pass, 383
Mont Cenis, ascent, 118
—— from Chamousset, 118
—— to Geneva, 114
—— hospice, 119
—— pass, 114, 117
—— route over, 118
—— summit, 119
—— tunnel, 118
Mont Coldu, 145
Mont de Corgemont, 214
Mont Colon, 178
Monte Confinale, 356
Monte Conto, 333
Mont Cray, 206
Mont Cubli, 106
Monte della Disgrazia, 354
Mont Emilius, ascent, 142, 143
Mont Forcat, 144
Monte Forno, 336
Monte Generoso, ascent, 384
Mont Granier, 116
Mont Grivola, 142
Mont Joli, 132
Mont Jovet, Plan de, 132
Monte Leone, ascent, 163
Monte Luna, ascent, 292
Monte Moro Pass, 155, 158
Monte Mortirolo, 353
Mont Pleureur, 112
Monte Motterone, ascent, 379
Mont Pourri, 143
Monte Prosa, ascent, 186
Monte Rosa, ascent, 154
—— group, 154
—— round, 156
Mont Salève, 118
Monte S. Salvatore, 384
Mont de Saxe, the, 139
Monte di Scersen, 333, 344
Mont Sion, 118

Digitized by Google

Mont Sissone, 336
Mont Suchet, 217
Mont Terrible, 216
Mont Vélan, ascent, 175
Montagner wine, 354
Montanvert, 124, 127, 128
—— to Chapeau, 128
Montavon, 323, 351
Montbovon, 108, 206
—— to Château d'Oex, 206
—— to Montreux, 108, 207
—— to Vevey, 207
Montet, Le, 182
Montets, Les, 122
Monthey, 114
Montmajeur Castle, 144
Montoz, 215
Months, travelling, xxvii
Montreux, 106, 108, 207
—— excursions, 106
Monuments, French, 16, 28
Moos, 168, 193
Morat, iii, 262, 205
—— lime-tree at, 205
Morbegno, 355
Morel, 166, 167
Morgarteu, ii
Morge, ravine, 113
Morges, 103
Morgetenbach waterfall, 199
Morgex, 139
Morgin, 91
—— Valde, 114
Mornex, 120
Moro Pass, 155, 158, 164
Morschach, 246
Morteratsch glacier, 331, 339, 340
Morts, vallée des, 175
Morzine, 131
Mosquitoes, xxv
Moths, 61
Motta, La, 353
Mottet, 133
Mountaineering, 42
—— dangers, 47
—— for women, 47
Mountet hut, 180
Moutier, 140, 215
Moutiers, Val, 214
Moutiers-en-Tarentaise, 117
Mühlehorn, 288
Mühlenen, 193
Mühlenbrücke, 243
Mühlestalden, 239
—— cross routes, 239
Muhlhausen, 16
Mühlhofen, 16
Mules, xxxi
—— Chamounix, 123
—— routes by, 249
Mulets, Grands, 125
Münchsen-Buchsee, 210
Munich from Bâle, 374
Münsingen, 189
Münster, 167, 348
—— Bridge, 283
—— Thal, 214, 215
Munt Müsella, 347
Muot Marmoré, ascent, 336
Muotta, 257, 258
—— char-road, 257
—— cross routes, 258
Muottathal, 257, 259
Muretto pass, 336
Murg, 288, 299
—— lakes, 289
Murgsee-Furkel, 259
Murgthal, 259
Muri, 254
Murren, 224, 225
Museums, 8, 27, 100, 101, 205, 208, 213, 243, 284, 300, 364, 372, 387
Mutten glacier, 242
Mutthorn, 184
Muttner Horn, 310
Muveran, Grand, 182
Mythen, Great, ascent, 257

Nadel Joch, 159
Näfels, ii, 293
Nägelis Grätli, 172
Nalps, Val, 302
Nancy, iii
Nant-Borrant, 132
Nant de la Gria, 132
Napf, 276
Nauders, 349, 355, 358
—— to Bregenz, 350, 358
—— to Constance, 358
—— to Landeck, 350
—— to Rorschach, 358
—— from Schuls, 349
Naye, Rocher de, 106
Nebikon, 252
Nesslau, 298
Neuchâtel, 211, 373
—— to Bâle, 212, 218
—— to Berne, 218
—— to Bienne, 212
—— excursions, 212
—— from Geneva, 122
—— to Geneva, 211
—— lake, 211
—— to Lausanne, 216
—— sights, 212, 213
Neuenahr, 14
Neuendorf, 15
Neuveville, 218
Neu-Hapsburg, 256
Neuhausen, 373
Neumünster, 285
Neuwied, 14
New Baths, 356
Newspapers, Swiss,
Niedelbad, 285
Nieder Rawyl, 193
Niesen, the, 191
—— ascent, 190, 191
Nivolet, Croix de, 108, 145
—— Dent du, 117
Noirague, 212
Nolla, 310
Nollabach, 310
Nollen, 172
Nollingen Castle, 18
Nomenclature, Alpine, xi
Nonnenwerth, 14
Nord-End, 154
Notre Dame de Rhêmes, 144
—— du Sek, 110
Nottwyl, 252
Novara, 380
Nufenen, 168, 315
—— pass, 168, 186
Nufenenstock, 168
Nuolen, baths, 93, 286
Nyon, 103

Oberaar glacier, 172
Oberaarjoch, 173
Oberalp, 186, 302
—— lake, 242
Oberalpsee, 302
Oberalpstock, 270
Oberdorf, 208
Ober-Gabelhorn, 154
Obergestelen, 170
—— by Nufenen pass, 186
Oberhalbstein, Rhine, 318
Oberhalbsteiner Thal, 325
Oberhofen, 190
—— Käsern alp, 288
Oberland, 162
Oberlahnstein, 17
Obersee, lake, 262
Ober-Spiringen, 297
Oberwesel, 18
Oberwinter, 14
Oberwyl, 92
Obere Hauenstein, 253
—— Oldenalp, 200
—— Steinberg, 225
—— Trübsee alp, 275

Digitized by Google

Oex, Château d', 199, 201, 206, 207
Oldenhorn, 200
Olen, Combe d', 178
—— glacier, 178
Olimpino tunnel, 384
Olivone, 187, 303
Ollen, Col d', 156
Olloccia, Val, 380
Ollon, 109
Olona, the, 376
Olten, 202, 241, 253, 254
—— excursions, 253
—— cross route, 254
Ordlegna falls, 335
Ormelune, 144
Ormont Dessus, 109, 182, 200
Orsières, 111, 174, 175
Orsino pass, 186
Orta, 379, 386
—— lake, 379
Ortler, ascent, 358
Orvin, 214
Ossola, Domo d', 111, 164, 168, 169, 170, 381, 382
—— Val d', 164
Ouches, Les, 121, 122
Ouchy, 104

Packhorses, xxxi
Pain de Sucre, 177
Palette, 200
Pallanza, 381, 385
Pallenzeno, 158, 164
Palpuogna, Lake, 329
Palü, glacier, 331
—— piz, 344
Panix pass, 294, 306
Pantenbrücke, 296
Paradis, Grand, 145
Pardisla, 323
Paris, 3
——routes, 5, 374
Park Ciani, 383, 384
Parpan, 317, 318
Parrot Spitze, 154
Pas du Bœuf, 181
— de la Croix, 200
Passes, glacier, 232
—— from Zermatt, 154
Passports, xxviii
Passugg, 89, 308
Pauvres, Col des, 112
Pavillon du Lognon, 135
—— St. Jacques, 189
—— Waldeck, 261
Payerhütte, 358
Payerne, route, 218
Peak of Tempests, 231
—— Terror, 232
Peau de Peri, 144
Pedestrianism, xxix
Pedriolo, 157
Peiden, baths, 306
Peigne, Col de la, 133
Pélerins, cascade, 128
Pella, 379
—— tour, 385
Pellina, Val, 174
Pensions, 38
Perdatsch, 187, 304
Pers glacier, 343
Persa, isle, 343
Perte du Rhône, 115
Petersgrat, 195, 223
Petites Dents, 178
Petronilla waterfall, 187
Pfaffenwand, 238
Pfaffers, 90, 291
—— cross route, 292
—— excursions, 292
—— springs, '90, 291
Pianazzo, 316
Pie di Mulera, 165
Pierre Pointue, 125, 131
Pierre-à-bot, 212
Pierre à l'Echelle, 131
Pierre à Voir, 111, 112, 147
Pierre Pertuis, 214, 215
Pierre suspendire, 114
Pigneu, baths, 314
Pilatus, ascent, 236, 241
Piller glacier, 322
Pillon, Col de, 200
Piora, Val, 186, 303
Pisciadello, 353
Pissevache, 106, 110, 138
Piz d'Aela, 318, 329
— Alun, ascent, 292
— d'Arblatsch, 326
— d'Arpiglia, 347
— Ault, 303
— Basodine, 168
— Bernina, 332, 340, 343
— Beverin, 310, 313
— Bianca, ascent, 157
— Buin, 348
— Campascio, 343
— Capütschin, 345
— Casana, 347
— Casanella, 347
— Cavradi, 302
— Centrale, 186
— Cima de Cantun, 336
— Cima del Largo, 336
— Cima di Rosso, 336
— Corvatsch, 337, 345
— Cotschen, 348
— Cristallina, 304
Piz Duan, ascent, 334
— d'Err, 326
— d'Fora, 336
— Forbisch, 326
— Glüschaint, 344
— Griatschouls, 347
— Grisch, 314
— Julier, ascent, 337
— Kesch, 321, 347
— Lagalp, 343
— Languard, 330, 345
— Led, 336
— Linard, 348
— Lischan, 349
— Lucendro, 186
— Lunghin, 335
— Lunghino, 336
— della Margna, 335, 336
— Medel, 304
— Mezdi, 348
— Mezaun, 346
— Mezzem, 330
— Michel, 329
— Moderatsch, 345
— Monte Forno, 336
— Mundaun, 306
— Muraun, 303
— Nair, 339
— Nuna, 347
— Nurschallas, 302
— Ota, ascent, 340
— Palü, 344
— Pazzola, 302, 303
— Platta, 326
— Pulaschin, 337
— Ravetsch, 302
— Rondadura, 304
— Roseg, 344
— Rotondo, 186
— Sol, ascent, 292
— Sarsura, 347
— Sassalto, 353
— Surleg, 337
— Torrone, 336
— Tremoggia, 336
— Tschierva, 345
— Uertsch, 347
— Uffern, 302, 304
— Umbrail, 357
— Urlaun, 305
— Vadred, 320
— di Verona, 353
— Vizan, 314
— Zup, 344
Plan Carrin, 336
— de l'Aiguille, 131
— des Dames, 132
— de Mont-Jovet, 132
— Rai glacier, 313
Planaval, 144
Plans, les, 109, 182, 200

Digitized by Google

Planpraz, 128
Plantour, 108
Platta, 187, 304
Plattas, Val, 304
Plattenhörner, 322
Pleïades, ascent, 106
Plessus, river, 307
Plurs, 333
Point, 218
Point-du-Jour, 25
Pointe de Chausey, 201
Pointe de Meilleret, 200
Pointe d'Otemma, 112
Pointe de Pousset, 143
Pointue, Pierre, 125, 131
Pont, 145
—— de la Caille, 118
—— to Ceresole, 145
—— du Diable, 121
—— de Marie, 122
—— Pavillon, de la, 131
—— Serrant, 140
Ponte, 326, 330, 346, 347
—— Grande, 165, 380
—— Tresa, 381
Pontet, 132
Pontresina, 321, 336, 337, 340, 343, 346
—— cross route, 339
—— excursions, 340
Porchabella glacier, 321
Porchery, 112
Porlezza, 375, 384
Porrentruy, 215, 216
Porta, La, 333
Poschiavo, 353
—— lake, 353
Post, the, xxx, xxxii
Prad, 358
Pragel, 258
Prarion, the, 121
Prarayen, 178
Pratteln, 255
Prattigau, 324, 348
Praz, Le, 207
Pré St. Didier, 139
Predelp pass, 187
Premia, 170
Prese, Le, 90, 353
Promontogno, 333
Punta di Lavina, ascent, 143
Puntaiglas, Val, 305
Pury, David de, statue, 212

Quinten, 289
Quinto, 186

Ragatz, 246, 287, 290, 292
—— to Reichenau, 292, 306
Ragatz from Zürich, 279, 287, 363
Railways, xx, xxii, xxx, 250, 261
Randa, 149
Rapperschweil, 285, 286, 287
Rausse, 215
Rauthorn, 162
Rautifelder, 293
Raveischg lakes, 321
Ravins, Les, 193
Rawyl, 147, 192
Realp by Alpiglen-Lücke, 263
—— by Orsino pass, 186
Reichenbach, 193, 223
—— falls, 233
Reichenau, 292, 306
Reid, 351
Reiden, 252
Reidenbach, 199
Remagen, 14
Reposoir valley, 120
Resti pass, 195
Reuchenette, 215
Reulissenberg, 192
Reuse d'Arolla, Col de, 112
Reuse, Gorge de la, 212, 217
Reuss, baths, 242
—— river, 185, 242, 263
Rezonville, 22, 28
Rhæticon, 324
Rheinbreitbach, 14
Rheinfelden, 371
Rheinfels, 17
Rhein Waldhorn, 305
Rhêmes, Notre Dame de, 144
—— Val de, cross route, 145
Rhense, 17
Rhine, the, 13
—— falls, 368
—— Gorge, 18
—— to Mayence, 13
—— routes, 11, 13
—— valley, route, 255, 363
Rhône, baby, 171
—— glacier, 166, 170, 171, 173, 263
—— to Andermatt, 184
—— cross routes, 172
—— excursions, 171
Rhône valley, 119, 145, 146, 160, 199
—— cross routes, 147, 199
Richisau, 249
Richtersweil, 286
Ried, 167, 195
—— in Lötschenthal, 167, 195, 223
Rieder alp, 167
Riffel, excursions, 156
—— to Gorner-Grat, 155
Riffelberg, the, 155
Riffelhorn, ascent, 156
Rigi, ascent, 249
—— First, 251
—— Kaltbad, 93, 250
—— Kulm, 249
—— railway, 245, 250
—— Rothstock, 250, 251
—— routes, 249, 250
—— Scheideck, 93, 250, 251
—— sights, 251
—— Staffel, 242, 250, 251
Rigithalstock, ascent, 275
Ringelspitz, 290
Rinkenberg bridge, 306
Risikopf, 293
Ritomsee, 303
Rivasco, 170
Rivers, Swiss, x
Riviera, 187
Roc Noir, 180
Roche, 116, 215
Roche Fendue, 213
Rocher de Naye, 106
Roches, Cul des, 213
Rofna ravine, 315
Rohrrach, fall, 263
Rolandseck, 14
Rolle, 103
Romanshorn, 279, 299, 300, 363
Romont, 202
Rorschach, 19, 299, 301, 352, 359, 363
—— to Constance, 299, 363
—— to Heiden, 360
—— to Gais, 360
—— to Weissbad, 360
Rösa, La, 353
Rosa Dufour-Spitz, 154
Rosa, Moate, tour round, 156
Roseg, the, 341
—— glacier, 331, 340
—— valley, 336
—— view of, 341
Rosenhorn, 231
Rosenhügel, 94, 306
Rosenlaui, baths, 91, 233
—— glacier, 233
Rosgarten museum, 364
Rossa Viva, ascent, 143
Rossboden, 289
Rosset, Col de, 145
Rossinières, 206

Digitized by Google

Röthe, the, 209
Rothenburg, 252
Rothenthurm, 259
Rothfluh, 245
Rothhorn, 153
—— ascent, 153, 180, 247
Rothkreuz, 254
Rothstock, 250
Roththal, 223
Roththorstock, 289
Rotterdam, 6
Rotzloch, 92, 236
Rouchetti Posts, 379
Rouinette, 112
Rousseau on Vevey, 105
Routes: Alps, *see* "Contents"
—— Berne, 202
—— Boulogne, 3
—— Calais, 3
—— Cologne, 5, 11
—— Cook & Sons, 1
—— Dieppe, 2
—— Dover, 2
—— Folkestone, 2
—— Hull and Grimsby, 5
—— Liverpool, 5
—— London, 2, 4, 5, 11
—— Paris, 2
—— Rhine, 11
—— Southampton, 2
Roveredo, 317
Roysan, 177
Rubens' birthplace, 12
Rüblehorn, 199
Ruchen, 270
—— pass to Unterschächen, 270
Rüdesheim, 18
Ruitor, the, 143, 144
Rupperswiel, 254
Ruschlikon, 285
Ruseiner Tobel, 305
Rüthi, 301, 363
Rütli, 246

Saanen, 147, 192, 198, 199, 200
Saane-thal, 200
Saas, 158
—— ascents from, 158
—— to Gondo, 158
—— by Simeli pass, 163
—— to Simplon, 159
—— by Sirvolten pass, 163
—— Stalden, 158
—— valley, 155
—— to Zermatt, 158
—— im Grund, 149, 158, 164
—— Thal, 149
Sacconnek, 101
Sachseln, 235
"Sacred Grove," 261
Sacro Monte, 379
Sage, La, 179
Sageron, Col de, 114
St. Ail, 27
St. Anna Chapel, 305
St. Anthony's Chapel, 360
St. Anton, 351
St. Antönien Joch, 323
St. Aubin, 212
St. Beatenberg, 191, 221
St. Beatus cavern, 191
St. Bernhard, Great, 140, 173
—— chapelle, 183
—— dogs, 176
—— hospice, 140, 162, 176, 177
—— morgue, 176
—— pass, 174
—— Petit, pass, 117, 140
St. Blasien, 369
St. Caterina, ascent, 356
—— Baths, 356
St. Cergues, 103
St. Croix, 217
St. Gall, 300, 301
—— excursions, 301
—— hospice, 304
—— to Ragats, 301
—— sights, 300
—— from Zürich, 300
St. Germain, 140
St. Gervais, 121
—— baths, 94, 121
S. Giacomo pass, 169
St. Gion, hospice, 304
St. Gingolph, 113
St. Goar, 17
St. Goarhausen, 17
St. Gotthard, 185
—— hospice, 185, 186
—— pass, 185, 261
—— post, 268
—— railway, 261, 266, 282
—— railway plan, 261
—— routes, 168, 261
—— tunnel, 186, 261, 264
Ste. Hélène, 145
St. Hubert, 26
St. Imier, 213, 214
St. Jacob's Battle Field, 373
St. Jeoire, 120
St. Joseph am Gausbrumen, 215
St. Julien, 118
St. Luc, 180, 181
—— to St. Niklaus, 181
St. Lucius Cathedral, 308
St. Marco, 164
St. Margaretha, 292
St. Margarethenkopf, 352
S. Maria, 187, 304, 357
—— ascent, 304, 357
Ste. Marie-aux-Chênes, 27
St. Martin, 120
S. Martino, 336
St. Maurice, 109, 110, 113, 114
—— Bourg, 117, 133, 139, 140
—— sights, 110
St. Michael's Chapel, 251
St. Moritz, xii, 88, 331, 338
St. Niklaus, 148, 149, 151, 158
St. Ours, 141
St. Pierre, 139
—— Bourg, 112, 173, 175
—— Isle of, 218
—— Mont-Joux, 175
St. Privat, 22, 28
St. Quentin fort, 30, 32
St. Rémy, 173, 174, 177
S. Rocco, 170
St. Séverin, 183
St. Simon, 116
St. Théodule, Col de, 153
—— pass, 154
St. Ursanne, 216
St. Ursula, legend, 12
St. Valentin, 358
St. Verenathal, 208
St. Verena Hermitage, 201
Salève, the, 102
Sallanches, 117, 121
Saltine, Gorge, 162
Salvan, 111, 138
Salzig, 17
Samaden, 326, 329, 330, 352
—— ascent from, 340
—— to Schuls, 346
—— to Tarasp, 346
—— tours, 352
Samoëns, 114, 131
Sandalp pass, 297, 303
—— Upper, 296, 297
Sandgrat, 296
Sandfirn, 297
Sanetsch, 147, 199
Sanetschhorn, 200
Sanetsch pass, 147, 199
Sanfleuron glacier, 183
Sangern, 216
Santis, 284
Sardons glacier, 290
Sargans, 291, 301
Sarnen, 235

Digitized by Google

Sarnen lake, 235
Sassella, 355
—— wine, 354, 355
Sassello pass, 186
Sasseneire, ascent, 179
Sattel, 259
—— to Arth, 259
—— cross routes, 259
—— to Goldau, 259
—— to Zug, 259
Sätteli pass, 238
Saurenstock, 294
Saut du Doubs, 213
Savaranche, Val, 144
—— excursions, 144
—— to Pont, 145
Savoy, 94
Saxetenthal, 222
Saxon-les-Bains, 90, 111, 146
Sayn valley, 15
Scaletta glacier, 320
—— pass, 321, 347
Scaufs, 347, 356
Scersen glacier, 331
Scesaplana, 323, 351
Sczesberg, 290
Schabziger cheese, 258
Schächenthal, 262, 297
Schadau, villa, 189
Schafberg, 298
Schaffhausen, 299, 352, 368
—— from Constance, 367
—— to Freiburg, 369
—— to Zurich, 370
Schafloch, 190
Schafmatt, 254, 255
Schalbet, gallery, 162
—— refuge, 162
Schams, valley, 309
Scheerhorn, 262, 270
Scheer Joch to Stachelberg, 270
Scheibenstoll peak, 299
Scheideck, Great, 233, 250
—— Little, 223, 226
Schiahorn, 317, 320
Schiers, 323
Schild, 258
—— ascent, 258
Schilt, 250
Schilthorn, ascent, 225
Schimberger, 93, 276
Schinznach, 94, 254
Schlagstrasse, 259
Schlappina Joch, 323
Schlattain-bach, 339
Schloss Harben, 254
—— Laufen, 368
—— Zwingen, 216
Schlossberg glacier, 262
—— Lücke, 275
Schluchsee, 369
Schmadribach, fall, 224
Schmadrijoch, ascent, 195
Schmerikon, 287
Schmitten, 318
Schneehorn, 306
Schneerunse, 297
Schneestock, 239
Schnitz-Thurm, 271
Schnurtobel, gorge, 250
Schöllenen, gorge, 263, 264
Schonburg Castle, 18
Schönebruck, 263
Schonenwerth, 253
Schönhorn, the, 163
Schottensee, 321
Schranenberg, 369
Schreckhorn, 232
Schrienen Alp, 289
Schruns, 351
Schuls, xv, 89, 349
—— baths, 89, 346, 349
—— excursion, 349
Schüpfheim, 276
Schwab, Musée, 214
Schwanau, 257
Schwanden, 259, 295
Schwarenbach, 195, 196
Schwarzenegg hut, 231, 232
Schwarzhorn, 149, 154, 181, 190, 320
—— peak, 190
Schwarz-See, 153, 349
Schwarzthor, 155
Schwendi Kaltbad, 235
Schwyz, 242, 257, 259
—— to Einsiedeln, 259
Schynige Platte, 222, 233
Schynpass, 310
Schyn road, 318
Schynstrasse, 318
Scionzier, 120
Scopi, 304
Scorluzzo glacier, 357
Sea-sickness, xxiv
Seccia, 180
Sedrun, ascent, 302
Seedamm bridge, 286
Seedorf, 272
Seelisberg, 246
Seewen, 93, 257
Seewis, 323, 351
—— ascents, 323
Sees valley, 289
Sefinen-Furke, 223
Segnes pass, 259, 306
Seigne, Col de la, 132
Seilon, Mont Blanc de, 112
Seibon, Col de, 112
Sella, La, 344
—— pass, 346
Selnau, 284
Selun peak, 299
Selva, 302
Sembranches, 111, 112
Semogo, 356
Sempach, ii, 252
—— lake, 252
Sentis, ascent, 363
Sepey, Le, 109, 200, 207
Septimer pass, 326, 334
Serneus, baths, 89, 323
Sernf Valley, 259
Serpentine, 112
Serra, La, gorge, 348
—— di Morignone, 356
Sertig pass, 321
—— Thal, 319
Servoz, 113, 122
Sesia Joch, 155
—— Val, 380
Seyon, Trouée du, 212
—— Gorge du, 212
Siebengebirge, 14
Sieben Jungfrauen, 17
Siedelngletscher, 185
Sierre, 147, 179
—— routes, 147, 194, 198
—— to Zinal, 147, 179
Siggepthal, 254
"Signal," the, 109, 340
—— de Bougy, 103
—— Kuppe, 154
Sigriswyler Rothhorn, ascent, 190
Sihl, 284
Silberhorn, 229, 230, 284
Silber pass, 155
Silberstock, 295
Silenen, 262
Silk trade, Swiss, viii
Sils, 335
—— lake, 335
Sils Baselgia, 335
—— Maria, 326, 335, 346
—— cross routes, 336
—— excursions, 336
Silva Plana, 88, 326, 337
Silvretta glacier, 323
—— pass, 323, 348
Silvrettahorn, 322
Simeli pass, ascent, 159, 163
Simme, 191, 192
—— source of, 192
Simmenthal, 198
Simplon, the, 111, 157, 161, 163
—— ascents, 157, 162

Digitized by Google

Simplon, cross routes, 163
—— hospice, 149, 159, 163
—— to Italian lakes, 160
—— military road, 161
—— tunnel, 161
—— village, 163
Singen, 10
Sion, 147, 178, 181
—— cross routes, 147
—— from Bex, 109, 147, 181
Sirvolten pass, 159, 163
Sisikon, 246
Sissach, 254, 255
Sitter, 300
Sius, 354
Six Madun, 302
Sixt, 114, 120, 131
Skalasee lake, 343
Soleure, 202, 207
—— cross route, 210
—— to Weissenstein, 207
—— sights, 208
Solis Brücke, 310, 318
Sommerau, 10
Somvix, 304
Somvixer Thal, 304
Sonadon, Col de, 112
Sonceboz, 213, 214
Sondrio, 346, 355
Sonderbund, iii
Sonninghorn, ascent, 158
Sörenberg, 276
Sorescia, ascent, 186
Sorne, 215
Souflet cascade, 131
Sounding cave, 12
Spannort, Great, 272
—— Joch, 275
—— Little, 272
Sparrenhorn, 160
Speer, ascent, 288
Spier, Mr., ascents by, 231
Spiez, 190, 193
Spiezwyler, 193
Spinabad, 89, 319
Spino, 333
Spitzberg, 263
Spitzbüberin, 310
Splüdatsch Castle, 326
Splügen, 309, 315, 352
—— cross routes, 306, 315
—— pass, 197, 309
—— special notice, 309
Spöl, 348

SPRINGS AND BATHS:—

Canton Aargau.

Baden, 94, 370
Schinznach, 94

Springs and baths—*cont.*

Canton Appenzell.

Rosenhügel, 94
Weissbad, 94

Canton Berne.

Bernardino, San, 93, 316
Blumenstein Bad, 92, 189
Büren, 92
Faulensee Bad, 91, 190
Gurnigel, 92, 189, 199
Heustrich Bad, 92, 191
Lenk, 91, 192
Leuk, 148, 197
Nuölen, 93, 286
Oberwyl, 92
Rigi Kaltbad, 93
Rigi Scheideck, 93, 251
Rosenlaui, baths, 91, 233
Rotzloch, 92
St. Beatus, 191
Schimberger, 93, 276,
Seewen, 93, 257
Weissenburg bath, 91, 198
Worben Bad, 92

Canton Glarus.

Stachelberg baths, 93, 262, 295

Canton des Grisons.

Alvaneu, 89, 318, 329
Clavadel, 89, 320
Disentis, 90, 302
Fideris, 89, 323
Heinrichsbad, 300
Maloja, 88, 334
Passugg, 89, 308
Pfaffers, 90, 291
Poschiavo, 90, 353
Prese, Le, 90, 353
St. Moritz, 88, 308
Schuls, 89, 349
Serneus, 89, 312
Silva Plana, 88, 337
Spinabad, 89, 319
Tarasp, 88, 349
Waldhauser Flims, 90, 306

Canton Valais.

Lavey, baths, 91, 110
Leukerbad, 90
Morgin, 91
Saxon-les-Bains, 90, 111, 146
Yverdon, 91

Springs and Baths—*cont.*

Savoy.

Aix-les-Bains, 95, 116
Evian, 95
St. Gervais, 94, 121
St. Simon, 116
Stachelberg, 262, 270, 293, 295, 303
—— ascents, 295
—— baths, 93, 262, 295
—— by Panix pass, 306
—— by Sandalp pass, 303
Stahleck Castle, 18
Staffeln, 270
Staffelwald, 169
Stalden, 148, 149, 163
Stalla, 326, 334
Stalvedro, Stretto di, 186
Stampa, 333
Stans, 271
Stanser Horn, 271
Stansstadt, iii, xiv, 236, 271
Staubbach, 214
Stäuberbach fall, 270
Stäubi, 297
Statz Lake, 339
Stätzer Horn, 310, 318
Staubbach, 222
Steamers, xxxi
Steig, 360
Stein, 367
—— glacier, 240
—— Inn, 239, 240
—— Limmi, 239
Steinberg, 224, 264
Steinthalhorn, 181
Stellihorn, ascent, 158
Stelvio, 355
—— pass, 349, 352, 355
Stierenfall, 275
Stockhorn, ascent, 198
Stockje, the, 154, 179
Stolzenfels, the, 17
Stoss, ii, 246, 263
Strahlegg, 173, 232
Strasbourg, 9, 19, 34
—— cathedral, 35
—— storks in, 36
Stresa, 378
—— tour, 385
Strela pass, 317
Stretto di Stalvedro, 186
Strubeleck Joch to Sierre, 194
Stuben, 351
Studerjoch, 173
Stuttgart, 21
Suhr, 253
Sulden, 358
—— glacier, 358

Digitized by Google

Suldenthal, 358
Sulzfluh, 323
Sulphur springs, *see* "Springs"
Sun, effects of the, xxv
Surleg, 337
Surhein, 302
Superga (La) mausoleum, 386
Surinen pass, 275
Surpalix, Val, 302
Surrettahorn, 314
Sursee, 252
Sus, 321, 348
—— cross routes, 348
Susa, 119
Susten, 198, 239
—— Limmi, 240
—— Scheideck, 240
Suvaroff, Gen., retreat, 306
Suvretta, 337
Suze, 214
Swan colony, 283
Swiss, decline of the, ii
Switzerland and people, i, iii
—— Alpine nomenclature, xi
—— animals, viii
—— baths and springs, 88
—— birds, viii
—— carriages, xxxi
—— diligences, xi, xxix
—— expenses, xxviii
—— fêtes, national, vi
—— Government, x
—— hints to tourists, xxii
—— history of, i
—— honey, xxxii
—— hotels and pensions, xxiv, 38, 40
—— lakes, vii
—— measurements, vi
—— money, vi, xxvi
—— newspapers, ix
—— pack horses and mules, xxxi
—— passports, xxviii
—— pedestrianism, xxix
—— population, iv
—— post, xxx, xxxii
—— railways, xx, xxx
—— rivers, x
—— silk trade, viii
—— steamers, xxxi
—— telegraph, xxxii
—— thermometers, v
—— vegetation, Alpine, vii
Switzerland, what to wear, 49, 125
—— wheat culture, viii
—— when to visit, xxvii
—— wines, ix

Tabaksgütch, 250
Tabaretta Kamm, 358
Taconay, glacier, 122
Tægertschi, 276
Tæsch, 149, 150
Talèfre, glacier, 127
Tambohorn, 316
—— Dogana, 316
Tamina, the, 290, 292
—— gorge, springs, 290
Tannen Alp pass, 238
Tanninges, 120
Tarentaise, 133
Tarasp baths, 88, 346, 349
Tasch by Grenzalo, 166
Taschthal, 150
Tasna, Val, 348
Tätschbachfall, 272
Tavannes, 215
Telegraphs, xxxii
Tell, William, ii, 246, 256, 261
Tell's birthplace, 262
—— chapel, 246, 256
Tellina, Val, 317, 347, 352, 354
Tells-Platte, 246
Tempests, Peak of, 231
Territet-Chillon, 107
Terror, peak of, 232
Tête Blanche, ascent, 154
—— du Bois, 175
—— Noire, 119, 121, 131, 154, 137
—— à Pierre Grey, 182
Teufelstein, 263
Tenfelsthal, 330
Thaltistock hut, 239
Thalweil, 285
Theatres, hints as to, xxiii
Theban martyrdom, 110
Théodule, Col de St., 153, 154
Théodule glacier, 150
Thermometer tables, v
Thièle, river, 214
Thierachern, 189
Thieralplistock, 239
Thonon, 113, 131
Thuile, La, 144
Thun, 105, 147, 189, 202, 241, 277
—— baths, 189
—— excursions, 181
—— to Gurnigelbad, 199
Thun to Heustrich Bad, 191
—— to Interlaken, 218;
—— lake of, 190
—— lake of, steamer route, 190
—— to Leuk, 192
—— to Saanen, 198
—— sights, 190
—— to Sion, 192
—— to Wimmiss, 191
Thur, 298
—— trellis-bridge, 300
Thurgau, Canton, 299
Thürler lake, 277
Thurnburg Castle, 17
Thusis, 309
—— ascents from, 310
—— Bloody Assizes, 309
—— excursions, 310
Tiatscha pass, 323
Ticino, Canton, 160
—— waterfall, 187
Tickets, coachmen's, xxiii
—— railway, xxii
Tiefengletscher, 171, 239
Tiefenkasten, 318, 325
—— to Samaden, 325
Tiefensattel, 239
Tiefenstein, 369
Tignes, 145
Tines, Les, 135
Tinière, Col de la, 108
Tinzen, 325
Tinzenhorn, 318, 329
Tirano, 352, 353
—— to Colico, 352, 354
—— to Nauders, 353, 355
—— tours, 352
Titi See, 369
Tithis, 238, 271
—— ascent, 238, 275
—— view of, 273
Tödi mountains, 270, 295, 296
—— ascent, 296
—— peak, difficulties of, 296
Todten alp, 351
Todtensee, the, 172
Tœgertschi, 276
Toggenburg, 289, 298, 300, 363
Toggia, Valle, 168
Tomasee, 302
Torrent, Col de, 179
Torenthorn, ascent, 197
Tosa, fall, 164, 168
Tour, 139
—— du Mont Blanc, 152
—— d'Ai, 109, 200

Digitized by Google

Tour de la Batiaz, 111
—— de Duin, 182
—— de Mayen, 109, 200
Tourbillon castle, 147
Tourists, what to wear, 49, 125
—— hints to, xxii
Tournanche, Val, 142, 155
—— Col de, 155
Tournelon Blanc, 112
Tours, Col des, 133
—— round, 114, 145, 156, 309, 346, 352, 384
Trachsellauenen, 224
Trafoi, 358
Travellers, notice to, 309
Treib, 245
Trelatête, Col de, 132
—— glacier, 132
Tremola, Val, 186
Trépalle, 356
Tresa, Ponte, 381
Triège, Gorges du, 138
Trient, 136
—— glacier, 137
——Gorge du, 106, 110, 291
Trift glacier, 159, 239, 263
—— Joch, 180
Triftgatli, 159
Trifthorn, 180
Triftlimmi, 239
Triftthal, 239
Trinserhorn, 290
Triolet, Col de, 131
Triquent, 138
Trois Torrents, 114
Trogen, 301, 360
Trons, 304
—— ascents from, 305
—— excursions, 305
Trouville, De, murder by, 357
Trübschachen, 276
Trübsee, 238
Trumelbach, 223
Trümleten Thal, 225
Truttlisberg, 192, 200
Tschappina, 310
Tschierva glacier, 344
Tschingel glacier, 225, 270
—— pass, 223
Tschingelspitz, 294
Tschingeltritt, 223
Tuckett, Col, 143
Tuors, Val, 321
Turgi, 254, 370
Turin, 119, 386
—— distances from, 387
—— from Chamousset, 117, 118
—— Duomo, 387
Turin, excursion, 386
—— Mausoleum, 386
—— Pinacoteca, 387
—— sights, 387
Turlo, Col del, 157
—— pass, 156
Turr, La, 183
Turratsch ruin, 334
Turtman, 148
—— valley, 181
Twin Brothers, 17
Tyrol, 299

Uetliberg, 284, 295
Ugine, 117, 121
Ulrichen, 167
Ulrichshorn, 158, 159
Ungeheuerhorn, 322
Universities, iv
Unkel, 14
Unspunnen, ruins, 221
Unter Aar glacier, 53, 172
—— ascent, 172
Unter-Gabelhorn, 154
Unterschächen, 262, 270
Untersee, 367
Unterwald, 169
Unterwalden, 242
Uomo pass, 303
Uri, 242
—— boatmen, 269
—— Lake, 246
—— postal service, 269
Uri-Rothstock, ascent, 275
Urner-Boden, 262
Urseren, 188
Urserenthal, 185
Usses, the, 118

Val.—See next Initial of words with this prefix
Valais, Canton, 90, 147, 182
—— Upper, 166, 169, 186
Valens, 292
Valeria Castle, 147
Valletta pass, 314
Vallon de Rubin, 144
Valpellina, 112, 177
Valser Berg, 316
Valserine gorge, 115
Valsorey, chalets, 175
—— valley, 175
Valuables, xxii
Valzeina, 324
Valzeiner Spitz, 324
Vanin, Col di, 169
Varallo, 380
—— cross routes, 380
Varenna, 375
Vasannenkopf, ascent, 292
Vättis, 292
Vatz, lake, 318
Vauzone, 165
Vegetation, Alpine, vii
Vedro, Val di, 170
Veltlina wines, 354, 355
Verans, Aiguille de, 120, 121
Vereina pass, 322, 348
Verlorene Loch, 313
Vernayaz, 110, 114, 135, 138
Vernela pass, 322
Vernéville, 27
Vernex, 105
Verra pass, 155
Vers l'Eglise, 200
Versoix, 102
Vestibule of Hell, 183
Vevey, 104, 202, 207
Veytaux, 105
Via mala, 125, 309, 313,
—— view of, 312
Vicosoprano, 333, 334
Viège, the, 114
Vigezzo, Val, 382
Villa, 164
Villard, 200
Villars, 109
Villas sur Ollon, 109
Villeneuve, 108, 139, 144
Villette, La, 132
Villmergen, 298
Vincent Pyramide, 154
Vindonissa, 371
Vintners, Guild of, 105
Viola (Val) pass, 353, 356
Vionville, 22, 29
Visp, 148, 181
—— to Brieg, 160
—— from Geneva, 122
—— from Martigny, 146
—— from Saas, 158
—— to Zermatt, 148
—— to Zermatt, cross routes, 149, 150, 198
Vissoye, 179, 180
Vittore, 317
Vitznau, 245, 249
Viviers, grotto, 113
Vocabulary, 391
Vogogna, 158, 164
Voirons, Les, 102
Vorab, ascent, 294
Vorarlberg, 324
Vorauen, 258, 259
Vorder-Rhein, 302
—— Rheinthal, 296
Vordere Weissenstein, 208

Digitized by Google

Vordner-Glärnisch, 258
Voudry, 113
Voza, Col de, 121
Vulpera, 349

Wadenswyl, 286
Wagneren Schlucht, 221
Waid, the, 284
Waldeck, Pavillon, 261
Waldhäuser, 90, 306
Waldnacht-Alp, 275
Waldshut, 253, 254, 367
Wallenstadt, 246, 259, 289
—— cross route, 289
—— excursion, 289
—— lake, 246, 288
Wanalp, 272
Wartburg, 253
Wartensee castle, 252
Wartenstein, 292
Wasen, 239, 240, 263
—— by Grassen Pass, 275
Wasenhorn, the, 162
Washes, face, 51
Wasserfluh, 254
Watchmaking, school, 120
Waterfalls, 132, 138, 143, 163, 164, 165, 168, 173, 187, 192, 199, 201, 232, 224, 233, 234, 237, 262, 263, 270, 272, 283, 297, 298, 316, 335, 336, 367, 368, 371
Water-hens, black, 235
Waterloo, 8
Wattingen, 263
Wattwyl, 298
Wawyl, 252
Weggis, 244, 249
Weis Wein, xxvi
Wiertz paintings, 8
Weissbach falls, 222
Weissbad, 94, 301, 360
—— cross routes, 363
—— excursions, 363
Weisse Knott, 358
—— Thurr fall, 298
Weissee lake, 343
Weissenau, ruins, 221
Weissenburg, 91, 198
—— bath, 91, 198
—— cross route, 199
Weissenstein, 207, 208, 215
Weissenthurm, 15
Weisshorn, 149, 321
—— ascent, 154
Weisamies, ascent, 159
Weisstannen, 290
Weisthor, New, 155, 156, 157
Weitenalpstock, 270
Weitenwasser glacier, 242
Wendenjoch, 240
Wengern Alp, 223, 225
Wengistein, 208
Wengi, baths, 277
Wesen, 287, 288
Westphalia, 12
Wetterhorn, 227, 231
Wetterlücke, ascent, 195
What to wear, 49, 125
Wheat culture, viii
Whymper's advice, 48
Widderfeld, ascent, 275
Wiertz Picture-gallery, 8
Wiesen, 317, 319
Wiggernthal, 252
Wildegg, 254
Wildhaus, 289, 298, 363
Wildhorn, 192
Wildkirchli, 363
—— hermitage, 362
Wild-strubel, 192
—— ascent, 197
Wimmiss, 191
Windegg, 239
Windgelle, 262, 297
Windgellen, 261
Windgelles, 262, 270
Wines, adulteration, ix
—— analyses, 354
—— Turin, 386
Winkeln, 300
Winterberg, 264
Winterjoch, 263
Winterthur, 253, 254, 299
Wipkingen, 284
Wisp, 18
Wohlhausen, 252
Wolfenschiessen, 271
Wolfgang, 322
Wonderspring, 238
Worben Bad, 92
World, End of, 272
Wülpelsberg, 254
Wyl, 298, 300
Wyler Feld, 210
Wytenstein, the, 246, 247

Yverdon, 91, 210, 217
—— ascents from, 217
—— baths, 91
—— cross routes, 218
—— Pestalozzi's home, 217
Yvorne, 109

Zähringen-Kyburgh Castle, 190
Zapport glacier, 316
Zarmine, Col de,
Zäsenberg, 227
Zasenberghorn, 227
Zerbazière chalets, 137
Zermatt, 122, 132, 151, 154, 159
—— to Aosta, 154
—— ascents from, 153, 159
—— by Col de Bertol, 179
—— by Col Durand, 180
—— by Col de Zinal, 180
—— excursions, 153
—— from Geneva, 122
—— glacier expeditions, 154
—— to Macugnaga, 155, 156
—— by Moming pass, 180
—— passes from, 154
—— round Monte Rosa, 156
—— by New Weisshorn, 155, 157
—— by Trift Joch, 180
—— from Visp, 148, 148
Zermeigeren, 164
Zernetz, 347
Zernetz, ascents, 347
—— cross routes, 348
Ziegelbrücke, 287
Zihl, river, 214
Zillis, 310, 313
Zimmerwald, the, 205
Zinal, 154, 179, 180
—— excursions, 180
—— by Moming pass, 154
—— Rothhorn, 154
—— from Sierre, 179
—— by Triftjoch, 154
Zmutt glacier, 154
Zofingen, 252
—— cross route, 253
Zollikofen, 210
Zoological Gardens, 12, 20, 372
Zug, 241, 256, 259
—— lake, 256
—— to Horgen, 277
—— route, 277
—— to Zurich, 277
Züge gorge, 319
Zumstein-spitz, 154
Zum Tödi, 295
Zura, Val, 305
Zürich, 202, 363, 370, 373
—— to Baden, 279
—— to Bâle, 370
—— baths, 280
—— to Buchs, 287
—— cathedral, 2[illegible]
—— to Co[illegible]

Digitized by Google

Zürich to Constance, 299
—— excursions, 284
—— to Friedrichshafen, 299
—— to St. Gall, 300
—— to Glarus, 293
—— Grossmünster, 282
—— to Haag, 298
—— history, 280
—— Künstler-Gütli, 284
—— lake, 277, 285
—— library, 283
Zürich museum, 284
—— to Ragatz, 287
—— railway routes, 241, 279
—— to Rorschach, 299
—— sights, 282
—— to Stachelberg, 293
—— swans, 283
—— view of, 282
—— walks, 284
Züricher Mordnacht, 281
Zustoll peak, 299
Zuz, 321, 339, 347
—— ascents, 347
Zwei Nasen, 244
Zweilütschinen, 222
Zweisimmen, 199
Zwilling, 155
Zwingly, the Reformer, iii, 258, 278, 281, 283, 298
Zwischbergen pass, 164
—— Thal, 164

WYMAN AND SONS, PRINTERS, GREAT QUEEN STREET, LINCOLN'S-INN-FIELDS.

Digitized by Google

SPECIAL INDEX TO ADVERTISERS.

		PAGE
ALVANEU.		
Hotel Alvaneu-les-Bains ...	... Balzer Freres, Proprietors	... iii
BADEN-BADEN.		
Victoria Hotel	... Franz Grosholz, Proprietor	... iii
Frederic Baths, Grand Ducal Bathing Establishment ...		... iv
BALE.		
Hotel Victoria	... P. Otto, Proprietor	... iv
Hotel Euler	... F. Berner, Proprietor ...	... iv
CHAMOUNIX.		
Hotel et Pension des Alpes ...	... Klotz, Proprietor	... v
Grand Hotel d'Angleterre ...	... J. Crepaux, Proprietor ...	... v
Hotel du Mont Blanc	... Jean Cachat, Proprietor ...	... v
DAVOS-PLATZ.		
Hotel Victoria	... F. Pestalozzi, Proprietor ...	... vi
Hotel and Pension Belvedere	... Coresthe Brothers, Proprietor	... vii
Hotel and Pension d'Angleterre	... C. Demmer, Proprietor ...	... viii
FRUTIGAN.		
Hotel Bellevue	... Family Egger, Proprietors...	... viii
GENEVA.		
Grand Hotel de la Poste ...	... Sailer & Zantli, Proprietors	... viii
Hotel Metropole...	... W. Greuling, Director ...	... ix
The Old Pension Magnenat...		... ix
Pension Fleischmann		... ix
Pension Madame Morhardt...		... x
Chemist	... H. Coëytaux	... x
Chemist	... H. Belli...	... x
Chemist	... G. Gobgg	... x
Electrician...	... J. Morana	... x
Bootmaker	... Francis Stadler	... xi
Chester Mount School ...		... x
Tobacconist	... E. Noël	... xi
Trunk Maker	... A. Duchesne	... xi
Watch Maker	... Paul Jeannot	... xi
Milliner	... Madame Laplanche Jaquerod	... xii
Coffee Depot	... Madame A. Michon	... xii
Photographer	... F. Dbron	... xii

Digitized by Google

PAGE

HEIDELBERG.

Hotel de L'Europe A. Gabler, Proprietor xii

INTERLAKEN.

Hotel Metropole F. Boyeldieu, Manager xii

LAUSANNE.

English Chemist C. Rehm xiii

LUCERNE.

Meyer's Diorama Meyer, Proprietor xiii
Schweizerhof and Luzernerhof ... Hauser Brothers, Proprietors ... xiii
Hotel d'Angleterre F. J. Steffen, Proprietor xiv
Swan Hotel (Hotel du Cygne) ... H. Hefeli, Proprietor xiv
Watchmaker Edward Peter Muller xiv

LUGANO.

Hotel and Pension Reichmann ... C. Reichmann, Proprietor xiv

MARTIGNY.

Hotel Clerc J. Clerc, Proprietor xiv

MALOJA.

Hotel Kursaal xv

MILAN.

Hotel de Rome Borrello Brothers, Proprietors ... xv

NEUCHATEL.

Grand Hotel du Lac William Hayes, Proprietor ... xv

PALLANZA.

Grand Hotel Garoni Jacques Garoni, Proprietor ... xvi

ST. LUC.

New Hotel and Pension Bellatola ... Pierre Pont, Proprietor xvi

STRASBURG.

Hotel National L. Ostermann, Proprietor xvii

TARASP-SCHULS.

Hotel and Pension New-Belvedere ... Conradin Arquint, Proprietor ... xvii

THUN.

Falken Hotel J. Matti, Proprietor xvii

THUSIS.

Hotel Post and Kurhaus S. Scheiber, Proprietor xviii

VARESE (LOMBARDIE).

Grand Hotel Varese (Excelsior) ... E. Marini, Manager xviii

VIERWALDSTATTER-SEE.

Lake of Lucerne Steamboats and Rigi Railway xix

ZURICH.

Hotel St. Gotthard Zollinger, Proprietor xix

Digitized by Google

SWITZERLAND IN WINTER.

THE

"J. E. M." GUIDE TO

DAVOS-PLATZ.

Replete with every information.

EDITED BY J. E. MUDDOCK, F.R.G.S.

With Analytical Notes on the

Food, Air, and Water,

By PHILIP HOLLAND, F.C.S.

NEW EDITION, REVISED AND CORRECTED.

WITH MAPS OF THE NEW DRAINAGE WORKS.

The Work contains a SPECIAL ROUTE MAP and STEEL PLATE ENGRAVING OF DAVOS.

OPINIONS OF THE PRESS.

"The present volume gives ample information on this now famous invalid Alpine resort. All the points that invalids are naturally anxious about are referred to, and Mr. Muddock speaks with commendable honesty of the hotels of the place. The volume may be safely commended to the notice of those who think of trying the Alpine air of Davos-Platz as a means of nipping the insidious disease in the bud." *Times*, July 31, 1884.

"Mr. Muddock's little work, which is *à propos* of the increasing popularity of Davos-Platz as a winter resort for consumptive patients, contains a full account of the place and its properties. In the interest of invalids, Mr. Muddock makes a protest, which is probably not too strong, against the employment of German stoves in the Davos hotels."—*Saturday Review*.

Price 2s. 6d. On the Continent, 3 f. 50 c.

Digitized by Google

"If all be true that is set forth in this book, and we have no reason to doubt it, there are surely hundreds of consumptives who will rejoice to hear of such a delightfully healthy winter resort Full directions about how to reach the place, what to wear, &c., are given."—*Literary World.*

"Mr. Muddock regards the famous 'health-resort' from a practical point of view, and tells us all about it, about the climate, about the hotels in short, about everything that one needs to know."—*Pall Mall Gazette.*

". . . . The tendency of his interesting little book is in favour of patients who have not sunk too low to be cured by giving a trial to the dry, bracing, and tonic air of Davos-Platz."—*London Daily Chronicle.*

". a very handy book giving information that will be of great use to parties who are going to the place, or those on the look-out for a pleasant winter residence for the good of their health."—*Glasgow Evening Times.*

"The Continental as well as the British public may cordially thank Mr. Muddock for this little book on Davos-Platz."—*Social Notes.*

". . . . Mr. Muddock has not only written a most pleasant account of the hotels, the amusements, and the climate, of this beautiful winter resort, but, with the scientific assistance of Mr. Philip Holland, F.C.S., he has produced a guide which for its completeness and its accuracy leaves nothing to be desired . . . We congratulate the authors on having written a work of public utility and of no little general interest."—*Sheffield Telegraph.*

". . . . It seems to be very carefully and fully done, and likely to be extremely useful. Mr. Holland's analyses of food and water can, as the author says, scarcely fail to prove valuable to the medical profession and scientific men, and they will certainly add to the confidence of English visitors."—*Manchester Courier.*

". . . . 'Davos-Platz' is a little book that ought certainly to be read by consumptive patients, in whose interest it is written."—*Newcastle Chronicle.*

"The descriptive portion of the work is graphic, and the book is enriched with an illustration and a map. We can commend a perusal of it to those who are beginning to feel the severities of an English winter."—*Oxford and Cambridge Undergraduates' Journal.*

LONDON—WYMAN & SONS, 74-76, Great Queen Street, W.C.

Price 2s. 6d. On the Continent, 3 f. 50 c.

It can be obtained from any Bookseller or Bookstall in the United Kingdom, or ordered direct from the Publishers, **Price 2s. 6d.**

Digitized by Google

ALVANEU - LES - BAINS.

CANTON DES GRISONS, SWITZERLAND.

(3,150 *feet above the sea. Five hours from Coire.*)

Sulphur Waters of great strength and proved efficacy in Diseases of the Nerves, the Skin, and the Bones.

THE Hotel is first-class, and beautifully situated on the route of the celebrated **ALBULA PASS**, half-way between Ragaz, Coire, and the Engadine.

Alvaneu is well-sheltered and protected climatic station. The surroundings are grand in the extreme, and the neighbourhood abounds in the most beautiful promenades and walks, while all the country round is richly wooded.

GOOD ROOMS ARE RESERVED FOR TRAVELLERS.

POST AND TELEGRAPH OFFICE.

Proprietors, BALZER FRÈRES.

Duchy of Baden ✣ **Baden-Baden** ✣ *Germany*

✣ VICTORIA · HOTEL ✣

First-class house, beautifully situated South-South-East, nearest the Promenade and Friedrichsbath. Picturesque views, Excellent house, Moderate charges. Hydraulic Lift. *Table-d'hôte at 6 o'clock.* Hotel highly recommended.

FRANZ GROSHOLZ, Proprietor.

Digitized by Google

BADEN-BADEN.

Old-renowned Alkaline chlor. sod. springs of 44—69° C.
Chlor. lithium spring of preponderous contents.

NEW GRAND-DUCAL BATHING-ESTABLISHMENT,

THE FREDERIC BATHS,

OPEN THROUGHOUT THE WHOLE YEAR.

A Model Institution, unique for its perfection and elegance.

Mineral Water and Medicinal Baths of every description. Establishment for Physical and Suedish Mechanic Treatment. Inhalation of Pulverised Mineral Water. Douches of all forms and temperature. Pump-room. Private medical institutions. Pneumatic establishment. Expedition of the Mineral Water of preponderous contents of lithium. CONVERSATION-HOUSE with splendid Concert, Ball, Reading, Restaurant, and Society-rooms, open throughout the whole year. Fêtes and amusements of every description. Educational Institution of high order. Most charming situation. Excellent climate.

Switzerland ✣ **Bale** ✣ *Switzerland*

✣ HOTEL VICTORIA ✣

Opposite the central Railway Station. Most comfortable house. Baths in the Hotel.
Proprietor, P. OTTO.

Switzerland ✣ **Bale** ✣ *Switzerland*

HOTEL EULER.

First-class House near the Central Swiss Railway Station.
Proprietor, F. BERNER.

Digitized by Google

Haute Savoie ✣ **Chamounix** ✣ *France*

HOTEL ET PENSION DES ALPES.

Lately enlarged by a new building, and recommended for its comfort, careful attendance, moderate prices, and beautiful view of Mont Blanc with its whole chain—seen especially well from the twenty-one balconies of the Hotel and the garden surrounding the Establishment.

KLOTZ, Proprietor.

Haute Savoie ✣ **Chamounix** ✣ *France*

GRAND HOTEL D'ANGLETERRE.

FIRST-CLASS HOUSE.

HOTEL AND PENSION DE LONDRES.

MODERATE PRICES.

Proprietor, J. CRÉPAUX.

CHAMOUNIX.

HOTEL DU MONT BLANC.

First-class house, splendidly situated, and commanding most imposing views of Mont Blanc and surrounding mountains. Baths. Large garden. Moderate prices.

Proprietor, JEAN CACHAT.

Digitized by Google

Canton des Grisons ✣ **Davos-Platz** ✣ *Switzerland*

FIRST-CLASS New Hotel (highly recommended) in the English quarter. Open all the year round. Splendid situation, full South, and with sheltered Verandahs and Balconies. Handsomely-furnished public rooms, with open fire-places. Full-sized English Billiard Table. Bath Rooms, hot and cold water. Douche. Spacious corridors, heated and thoroughly ventilated. Sanitary arrangements perfect. English table. Pension for a week's stay.

For full particulars apply to the Proprietor—

F. PESTALOZZI,

HOTEL ✣ VICTORIA,

DAVOS-PLATZ,

SWITZERLAND.

Digitized by Google

HOTEL AND PENSION BELVEDERE

AT

DAVOS-PLATZ,

CANTON DES GRISONS, SWITZERLAND.

LARGE FIRST-RATE HOTEL. Open during the whole year. This establishment is chiefly frequented by English visitors. The English Church is a hundred yards distant.

The Hotel is provided with every modern comfort and convenience. Dr. Gsell-Fels, in his work on Swiss watering-places and health-resorts, writes: "The ventilating and drainage arrangements of the Belvedere are perfect models, and belong to the very best in Switzerland." Large Public Rooms, with stage, and full-sized English and French Billiard Tables. Dining-room for 150 guests. A Verandah 250 feet long. Bedrooms high and airy, thirty with balconies. A Pavilion in the Garden, where the Band plays. Lawn Tennis, full-sized Court for single-handed and three or four-handed Games.

Agency of the Banque des Grisons in the House. Cheques, circular notes, bank-notes, &c., taken at the most favourable rate of exchange.

The position of the Belvedere is unrivalled, being close to the Pine Forests, and commanding beautiful views of the whole Valley. Pension, including Room, from 5s. 6d. upwards per diem, according to the position, size, and arrangement of the Room selected.

TO BE LET FURNISHED:

THE VILLA BELVEDERE,

Facing South, and Suitable for a family.

All further information gladly given by the proprietors,

COESTER BROTHERS.

TELEGRAM ADDRESS: BELVEDERE, DAVOS-PLATZ, SWITZERLAND.

Digitized by Google

Canton des Grisons ✣ Davos-Platz ✣ Switzerland

HOTEL & PENSION D'ANGLETERRE,
DAVOS-PLATZ,
CANTON DES GRISONS.

FIRST-CLASS HOTEL with every modern comfort and convenience. Ample Private Rooms (many with Balcony). Large Public Rooms with open fire-places. English Library, Daily and Illustrated Papers. Hydraulic Lift. Baths. A broad, well-sheltered Verandah, 230 ft. long. Lawn Tennis Ground. Large Tent in the Garden, and surrounded by extensive meadows.

The Sanitary Arrangements—Ventilation, Drainage, and Water-supply,—are perfect. The Hotel is situated in a most healthy, free, and sunny position, with fine views all over the valley, within a few minutes walk of great Pine Forests, and 200 yards distant from the English Church.

The Hotel d'Angleterre is chiefly patronised by English visitors, and it is recommended for its comfortable rooms, cleanliness, and excellent cuisine. Terms moderate. Pension for a week's stay.

C. DEMMER, Proprietor.

✣ Frutigan ✣

CANTON BERNE SWITZERLAND

HOTEL BELLEVUE.

Beautiful views; cheap pension. Kandersteg, HOTEL VICTORIA, middle of the village, and nearest to the Oschinensee, and HOTEL DE L'OURS (Baer), at the foot of the Gemmi. Proprietors, FAMILY EGGER.

✣ Geneva ✣

GRAND HOTEL DE LA POSTE.

THIS HOTEL is most healthily situated in the central part of the town. It is close to the General Post and Telegraph Office and the Opera House. The House contains one hundred well-furnished rooms for families and single gentlemen, from two to three francs the bed. Table d'hôte, three and four francs, wine included. The Hotel is ably managed, the charges are moderate, and the attendance all that can be desired. There is a lift to every floor. Baths. Reading and Smoking Rooms. Pension for a stay. The Hotel is under the personal superintendence of the proprietors,

SAILER & ZANTLI.

Digitized by Google

✣ Geneva ✣

HOTEL METROPOLE.

THIS is a first-class Hotel splendidly situated close to the Lake, and opposite the Jardin Anglais, where Concerts are given during the summer evenings.

The MÉTROPOLE is furnished luxuriously and with great taste, and it claims to stand in the very front rank of European Hotels. The comfort of visitors is made a study, and everything possible is done to render a stay agreeable.

The cuisine is renowned, and the table is calculated to please the most fastidious taste, while the wines are selected with the greatest care, and may challenge rivalry.

There is a lift to each floor. Bath, Smoking, and Billiard Rooms, and a Reading-room amply provided with the leading English, American, and Continental papers.

The charges are in every way moderate. An omnibus and porters meet every train.

MRS. GREULING is English.

Director, **W. GREULING.**

✣ Geneva ✣

THE

✣ OLD ♦ PENSION ♦ MAGNENAT, ✣

3, RUE VERSONNEX, 3,

GENEVA.

Central Position. In proximity to the Jardin Anglais, and the place of embarkation for the steamboats.

VIEW OF THE LAKE.

Recommended for its good Cuisine and Moderate Prices.

✣ GENEVA ✣

PENSION FLEISCHMANN.

RECOMMENDED HOUSE. MODERATE PRICES.

5, Rue de la Plain, 5.

Digitized by Google

✣ GENEVA ✣

PENSION MADAME MORHARDT,

20, Boulevard de Plainpalais, 20.

Well-recommended House, situated in a good quarter. English spoken.

✣ Geneva ✣

H. COËYTAUX,

FIRST-CLASS CHEMIST,

Cours de Rive 2, and Rue de Italie 9.

The English Department is conducted by a qualified English Assistant, and all Prescriptions are accurately prepared according to the British and American Pharmacopœias. A large stock of English and American Patent Medicines.

HOMŒOPATHIC DISPENSARY.

Moderate and uniform Charges.

✣ GENEVA ✣

Pharmacie Centrale, 9, Rue du Mont Blanc, 9.

English Pharmacy. Allopathic and Homœopathic Medicines.

All kinds of French, German, English, and American Specialities.

Fine South Wines, Brandy, Mineral Waters, and select articles for the Toilet.

Greatest care exercised with Prescriptions.

H. BELLI, 9, Rue du Mont Blanc, 9.

✣ Geneva ✣

G. GOEGG,

ENGLISH AND AMERICAN CHEMIST,

18 ✣ CORRATERIE ✣ 18

(OPPOSITE LOMBARD, ODIER, & Co.'s BANK.)

English Prescriptions carefully dispensed.

House in London: WILCOX & Co., 239, Oxford Street, W.

House in Paris: BERAL, 14, Rue de la Paix.

✣ Geneva ✣

✣ J. MORANA, ✣

Specialist Electrician.

44, RUE DE LAUSANNE, 44

GENEVA.

Digitized by Google

✣ Geneva ✣

FRANCIS STADLER,

BOOT MAKER,

3, RUE DU MONT BLANC, 3,

Near the English Church, GENEVA.

Maker of WALKING BOOTS, **hand-sewn.** *DRESS, MILITARY, HUNTING, FISHING,* **Alpine Hygienic,** *CRICKET, and LAWN TENNIS BOOTS. All Kinds and Best Work.*

First-class Medals Awarded at the International Exhibitions, Paris, 1878. Berne, Zurich, 1883.

National Boots made to order.

FIXED PRICES.

ENGLISH AND GERMAN SPOKEN.

✣ Geneva ✣

CHESTER MOUNT SCHOOL

(Chemin de Champel).

Close to the Hydropathic Establishment of Champel-sur-Arve.

High-grade Private School for a few sons of English Gentlemen.

PROSPECTUS ON APPLICATION.

✣ Geneva ✣

E. NOËL - TOBACCONIST, &c.

28, GRAND QUAI. Established 1865.

Specialities in Turkish Tobaccos direct from Provenance. Manufacturer of Hand-made Cigarettes.

POSTAGE STAMPS FOR COLLECTIONS.

✣ GENEVA ✣

Notice to Travellers.—A. DUCHESNE, 11, Chantepoulet, Geneva, manufactures all kinds of Travelling Trunks, Packing-cases, &c. Great assortment of Trunks and Bags for ladies, at all prices. Trunks, &c., made to order. Marmottes for travellers. &c. &c. Exchanges and Repairs.

✣ GENEVA ✣

Warranted Watches of Every Description.

PAUL JEANNOT, WATCH MANUFACTORY,

26, Rue du Mont Blanc, 26.

Digitized by Google

✣ GENEVA ✣

MADAME LAPLANCHE JAQUEROD. Milliner, &c.
Fashions. Paris Novelties. Mourning Specialities. Manufacturer of Feathers.
ADDRESS—1, Rue Centrale, 1, Geneva.

✣ GENEVA ✣

Special Depot for Coffee, Green and Roasted; also Tea of the case of Oncle Tom.
Address—Madame A. MICHON.
36, Route de Carouge, 36, Plainpalais.

✣ GENEVA ✣

Artistic Photographs. Instantaneous. by a new Process.
Portraits of all Sizes.
F. DERON, 12, Place Longemalle, Geneva.

✣ Heidelberg ✣

HOTEL DE L'EUROPE,
THE FINEST AND BEST HOTEL IN THE PLACE.
A. GABLER, Proprietor.

Switzerland ✣ Interlaken ✣ *Switzerland*

HOTEL ♦ METROPOLE

(*Formerly the Grand Hotel Ritschard*).

SITUATED in the centre of the principal Promenade and facing the **JUNGFRAU.** This splendid Hotel has been carefully re-organised by the new Manager. Arrangements made with families for a stay of a week or more.

TWO HUNDRED AND FIFTY BEDS.

Lift. All Kinds of Baths.

Manager, F. BOYELDIEU.

Digitized by Google

SWITZERLAND **LAUSANNE** SWITZERLAND

English Chemist — C. REHM, 17, Rue St. Pierre.

ENGLISH PRESCRIPTIONS PREPARED.
ENGLISH AND AMERICAN PATENT MEDICINES.
HOMŒOPATHY. (ENGLISH SPOKEN.)

MEYER'S DIORAMA, LUCERNE

(ZURCHERSTRASSE),
On the Road to the Lion Monument.

Grand Panoramic views of the Rigi-Kulm and Pilatus. View of the celebrated Rigi Railway Bridge, with Moving Trains. Also Mont Rosa, the Lyskamm, Matterhorn, &c.

THIS establishment contains Dioramic Representations of the most interesting points of view in the Lake district of the Four Cantons, views from the Gornergrat, and of the highest glacier and mountain scenes. They are executed in the most artistic manner, and on a very extensive scale. The Dioramic Views, in their truthful representations of Nature, their splendid effects of morning and evening lights, are so calculated in their optical delusions to deceive the eye, that the onlooker may well be in doubt as to whether he is gazing on real scenes or not. Those tourists who have not been fortunate in respect to weather on the Rigi should certainly visit the Diorama, while those who have enjoyed superb weather cannot do better than still further deepen the impressions they have received by visiting this establishment and gazing upon the counterfeit presentment of what they have seen.

Price of admission, Front Seats, 1f. 50c. Second Seats, 1f.

Lucerne

Schweizerhof AND Luzernerhof.

FIRST-CLASS HOTELS.

(600 BEDS.)

THE BEST SITUATION IN LUCERNE.

Hydraulic Lift and Electric Light in both Hotels.

Schweizerhof Heated throughout in Winter.

Proprietors — HAUSER BROTHERS.

Digitized by Google

Lucerne

HOTEL D'ANGLETERRE.

On the shore of the lake, with finest view on the mountains.

Arrangements for a stay. Moderate prices.

F. J. STEFFEN, Proprietor.

SWITZERLAND — LUCERNE — SWITZERLAND

SWAN HOTEL

(Hotel du Cygne).

On the shore of the Lake, facing the Steamboat Pier. First-class house. Saloons. 150 beds. Open all the year.

H. HÆFELI, Proprietor.

LUCERNE

EDWARD PETER MULLER,

WATCHMAKER, Chapel Place (near the large Bridge).

Agent for Mr. Paul Jeannot, Watch Manufacturer, Geneva.

CANTON TESSIN — **LUGANO** — SWITZERLAND

HOTEL AND PENSION REICHMANN AU LAC.

Most healthy situation. Large park-like garden. Moderate terms. Omnibus, boats, fishing. N.B.—The Proprietor, C. Reichmann, knows English perfectly.

VALAIS — MARTIGNY. — SWITZERLAND

HOTEL CLERC

HOTEL of the first class. Salons, Reading Rooms, Salle, Billiard Rooms. Large Garden. Carriages and Mules for Excursions. Omnibus to all the Trains.

Proprietor, J. CLERC.

Digitized by Google

MALOJA,

UPPER ENGADINE.

6,000 feet above the Sea.

THE HOTEL KURSAAL,

Containing numerous magnificent *salons*, over 350 Bed Rooms, and fitted up in the most comfortable and luxurious style, was opened on the first of July, 1884, for tourists, families, and those in delicate health.

The Ventilation and Warming

Of each Chamber in the Building, the Basement, Passages, Theatre-salon, *Cabinets*, &c., is on the Separate System. Air is taken fresh from the outside, passed over steam-pipes, moistened, and propelled to each apartment, from whence it is aspirated, by means of three *Chaudières* working to 210 horse-power.

ENGLISH SYSTEM OF DRAINAGE.

✣ THE ✣ HOTEL ✣

Is built on Gravel, in grounds of thirteen acres, is supplied with water from the purest mountain streams, and is situated in a locality convenient for the most varied and beautiful excursions in the Upper Engadine and Bergell Valley.

The Electric Light is for use in the main Corridors, *Salons*, and exterior part of the House. On chilly evenings during the summer season, the house is gently heated throughout, enabling a summer visit to be made with comfort during the bracing weather in the month of June.

Summer Season.—1st JUNE to 30th SEPTEMBER.
Winter Season.—1st NOVEMBER to 31st MARCH.

Resident Physician, A. TUCKER WISE, M.D.

A Prospectus, with further information, can be obtained on application to the Manager, Maloja Hotel-Kursaal, Upper Engadine, Switzerland.

2 H

Digitized by Google

Italy ✣ **Milan** ✣ *Italy*

HOTEL DE ROME.

Admirably situated, full South on the Corso ; a few steps from the Duomo, Scala, and Galleries. This Hotel, comfortably furnished and fitted up with the greatest care, is warmly recommended to English travellers for its comfort and moderate charges.

HOTEL BISCIONE BELLEVUE,
PIAZZA FONTANO, 8 and 10.

Very well situated close to the Duomo. This house is kept as a succursale by the same Proprietor.

N.B.—Two Omnibuses meet every train.

BORRELLO BROTHERS.

✣ **Neuchatel** ✣

GRAND HOTEL DU LAC.

Proprietor, WILLIAM HAFEN.

First-class and most comfortable Hotel, situated in the finest part of Neuchatel, on the border of the lake. The house commands magnificent views of the Alps.
The Proprietor speaks English.

Lake Maggiore ✣ **Pallanza** ✣ *Italy*

GRAND HOTEL GARONI

THE Hotel Garoni is situated upon a hill called Castagnola, three minutes from Pallanza, and thirty minutes from the Iles Barromées. Visitors enjoy a splendid view, embracing three sides of the largest part of the lake.

Attached to the house are magnificent terraces dominating the lake, the garden, and commanding a view of the Simplon.

ENGLISH CHURCH. SPRING WATER.

The only house that commands a view of the three sides of the Lake.

OPEN ALL THE YEAR.

Pension at moderate prices.

Proprietor, JACQUES GARONI.

Digitized by Google

✣ **ST. LUC** ✣

Val d'Anniviers. - - - - - - *Canton Valais, Switzerland.*

New Hotel and Pension Bellatola. 5,021 ft. above the Sea.

Magnificent position outside the village. Beautiful walks in the pine and larch woods. Climate acknowledged by the Medical Profession to be most salubrious and restorative in cases of illness. It is dry and bracing. Post and Telegraph Office in the Hotel. English Church Service. English, French, and German spoken. Hotel open from the 15th May.

Proprietor, PIERRE PONT.

GERMANY ✣ STRASBURG ✣ GERMANY

HOTEL NATIONAL.

The only one opposite the Railway Station. New first-class HOTEL, combined with every Comfort. Large and Small Apartments for Families and Single Gentlemen. Baths and Lift system improved. Best Cuisine. Moderate Charges.

L. OSTERMANN, Proprietor.

Formerly Manager of the Hotel "Ville de Paris."

Lower Engadine ✣ **Tarasp-Schuls** ✣ *Switzerland*

HOTEL & PENSION NEW-BELVEDERE,

WITH BRANCH ESTABLISHMENT,

PENSION VILLA-BELVEDERE.

Hotels of the First Class, standing alone and beautifully situated.

FREE TRAMWAY SERVICE

between these and the Luziusquelle (Salt-water Spring) and the newly-erected English Church in Nairs. Time, ten minutes.

CONRADIN ARQUINT, Proprietor.

SWITZERLAND ✣ **THUN** ✣ *SWITZERLAND*

✣ **FALKEN HOTEL.** ✣

Second-class Hotel, on the Aare. Very Comfortable. The Proprietor, Mr. J. Maitti, is a Member of the Swiss Alpine Club. He speaks English thoroughly.

Digitized by Google

Switzerland ✣ **Thusis** ✣ *Grisons*

HOTEL POST AND KURHAUS.

ESTABLISHMENT with BATHS and DOUCHES.

NUMEROUS Balconies, Pavilions, Terraces, Reading-room, Billiard and Smoking Rooms. 40 comfortable well-arranged rooms, with numerous Drawing-rooms for Families, and most suitable for Tourists.

The Kurhaus is situated in a charming situation, free from dust, and commanding a Panorama of the great mountains that surround THUSIS, clear view of the entrance to the "VIA MALA," the "SCHYN," the "HOHEN RHÄTIEN," and the "DOMLESCHGER THAL." Post and Telegraph in the Hotel. A well-arranged Garden. Doctor in the House. Extrapost, Private Carriages, and Guides for all directions. Pension, 5 Fr. ; Room from 1½ Fr.

Proprietor—SIMON SCHREIBER, *Wine Merchant.*

Italy ✣ **Varese (Lombardy)** ✣ *Italy*

In direct communication by rail with Milan and the Lakes Maggiore and Como.

GRAND ✣ HOTEL ✣ VARESE

(EXCELSIOR).

1,320 *Feet above the Sea.*

FIRST-CLASS Hotel. Most desirable residence, offering every comfort, and adapted for long stays.

Fine view of the Alps, Monte Rosa Chain, &c. An extensive Park and Grounds, with grottoes, &c., surround the Hotel.

LAWN TENNIS. ENGLISH CHURCH.

ENGLISH PHYSICIAN IN THE HOTEL.

E. MARINI, Manager.

Digitized by Google

Lake of Lucerne **VIERWALDSTATTER-SEE.** *Lake of Lucerne.*

Steamboat Routes: Lucerne-Fluelen (junction with the Gotthard line); Lucerne-Alpnacht (Brünig route); Lucerne-Küssnacht.

From Lucerne to Fluelen in summer daily, nine times in both directions. From Lucerne to Alpnacht and back five times a day. From Lucerne to Küssnacht and back four times a day. In Lucerne (central point for Swiss travellers) junction (or terminus) of Gotthard line, Central line, Northwest line, Jura-Berne-Lucerne line, Seethal line. Fluelen, chief station of Gotthard line and junction-station for the line of the lake route.

The steamboat service on the classical Vierwaldstatter-see is to be recommended for numerous reasons. The most magnificent and sublime scenery passes before one, and the steamboats are an agreeable change after fatiguing railway travelling. First-class saloon steamers with restaurant on board. Landing-places for steamers in Lucerne, Fluelen, and Viznau (Rigi Bahn) in vicinity of railway stations. Travellers from direction of Basle, Berne, Zurich, Schaffhausen, Romanshorn, and the Arlberg, book to Lucerne; those coming from the south by the Gotthard line book to Fluelen only.

RIGI.

COG-WHEEL LINE—Viznau-Rigi-Kulm. NORMAL LINE—Rigi-Kaltbad, Scheideck. From 1st May, five regular trains Viznau-Rigikulm in both directions; from 1st June daily nine trains both directions. Extra trains as required.

From 15th June, Junction of the KALTBAD-SCHEIDECK line, the highest and most interesting *adhesion* line in Europe. During the early season closed and heated carriages. Special carriages for Special trains. On the Rigi-Känzli (Kaltbad), Scheideck, and Kulm magnificent and world-renowned views.

The tour of the Rigi *viâ* Vierwaldstatter-see, Viznau, is by a large percentage of travellers considered incomparable; it is short and cheap, and the ever-changing, beautiful, and extensive scenery makes it unsurpassed. Station Restaurant and Hotel at Viznau. Direct junction for Lucerne and Fluelen lines. On the steamer single and return tickets for Kaltbad, Scheideck, Staffel, and Kulm.

Return Tickets at Reduced Prices.

Switzerland ✣ **Zurich** ✣ *Switzerland.*

HOTEL ST. GOTTHARD.

FIRST-CLASS HOTEL. Recently altered and rearranged. Rooms, large and comfortable, from two francs a day. Good beds. Excellent cuisine: dinners at any hour. Restaurant *à la carte*. Good wine, German beer, perfect service, and low prices.

ZOLLINKER, Proprietor.

Digitized by Google

Haddon Hall.



THERE are probably very few English people, or travelled Americans, to whom the name of *Haddon Hall* is not as familiar as "Household Words." Apart from its being the most perfect specimen extant of an old English Home, the sweet love-legend in connexion with dear *Dorothy Vernon* has certainly immortalised it. DOROTHY "DOLL" (as her father lovingly called her) has stamped it with her personality until the mouldering tapestry on the walls seems to breathe her name, and her very presence to be with the reverent stranger, as he meditatively wanders through the silent and deserted chambers. This idea has been beautifully embodied in a little work just published by Mr. JOHN HEYWOOD, of London and Manchester, entitled—

"DOLL:"

A DREAM OF HADDON HALL;

BEING THE STORY OF

DOROTHY VERNON'S WOOING AND FLIGHT.

BY J. E. MUDDOCK, F.R.G.S.

Author of "A Wingless Angel," "As the Shadows Fall," "John Jellaby's Housekeeper," "The Mystery of Jasper Janin," "Gauze Wings," &c.

THE little book is embellished with an exquisite Steel Engraving of Dorothy when a girl, the engraving being copied by express permission from an old oil painting in the possession of His Grace the Duke of Rutland. The price of the work is—Cloth, **One Shilling and Sixpence**; Paper, with Ornamental Cover, **One Shilling. Fourth Edition, 16th Thousand, Just Published.**

✦ ✦ ✦ ✦ Opinions of the Press. ✦ ✦ ✦ ✦

"The story of Doll Vernon's wooing and flight and marriage is told very simply and very sweetly by Mr. Muddock."—*Dundee Courier and Argus.*

"A charming little book. . . In writing the pretty story Mr. Muddock has adopted a quaintness and a simple 'old-fashioned' style of narration which are pleasingly suitable to the history of 'Doll,' or Dorothy, the lovely daughter of Sir George Vernon, who was the famous 'King of the Peak' in the sixteenth century."—*Wellington Journal and Shrewsbury News.*

". . . This is the title of an interesting little book by Mr. J. E. Muddock, relative to the romantic story of sweet Dorothy Vernon, the incidents of which cluster round Haddon Hall like the ivy which clings to its ancient walls."—*Buxton Herald.*

"Mr. Muddock may without much hesitation be awarded the bays for perhaps the most picturesque and complete version extant of the sweet old love-legend which casts such a tender nimbus of romance around the ruins of Haddon Hall."—*The Derbyshire Courier.*

Digitized by Google

THE "J.E.M." GUIDE TO SWITZERLAND.

THE ALPS AND HOW TO SEE THEM.

Messrs. HAMILTON, ADAMS, & CO. are now the sole Publishers in England of this Guide.

OPINIONS OF THE PRESS.

"Long as the list of Swiss Guide-books is already, there is room yet for another, when it takes so practical a shape as that of 'The Alps, and How to See Them' (Simpkin & Marshall). Simplicity and conciseness, rather than amplitude of detail, are the chief claims of the 'J.E.M.' Guide, so called from the initials of its editor, Mr. J. E. Muddock, and the traveller in the Alps will find herein all that he wants in conveniently small compass. The book is amply provided with maps and plans."—*London Daily Telegraph.*

"A new edition has just been published of 'The J.E.M. Guide to Switzerland,' which has justly been accepted as one of the most compact and comprehensive of the kind ever issued. Cheaper and simpler than 'Bædeker' or 'Murray,' it covers the whole ground with equal completeness, and is crowded with information that will prove serviceable to the tourist. Geneva is taken as a starting-point, from which Mr. J. E. Muddock conducts the traveller to Bâle. The line of route is broken up into convenient links, which may be traversed in either direction, according to fancy or convenience. Besides dealing fully with Switzerland, there are itineraries for France, Germany, the Rhine, the Black Forest, the Italian Lakes, and part of the Riviera. A number of maps and plans are given, there is a good index, and the advice with respect to hotels is judicious as well as bold. Messrs. Simpkin & Marshall are the publishers."—*London Daily Chronicle.*

"'The J.E.M. Guide to Switzerland' (Simpkin & Marshall) is an exhaustive and useful book for those who intend to visit Switzerland. Everything that the tourist can want to know is told in an intelligible way, and all points of interest are duly noted. There are a number of maps, which will be found very useful."—*Whitehall Review.*

"The most compact yet complete Guide-book we have ever met with. . . . The practical hints as to mountaineering, dress, hotels, &c., are valuable, and pleasantly told; nothing seems to have been forgotten, and the maps, illustrations, and statistical information are numerous and serviceable."—*Harper's Monthly Magazine.*

Digitized by Google

"This is the second year of publication of a Guide-book to Switzerland which already ranks high among the travel-companions of the increasing army of excursionists who troop out yearly to visit what is now known as the 'playground of Europe.' It is arranged on a plan of its own, as simple as A.B.C. The tourist is led on in the regular Swiss round, entering by Geneva and making his exit by Bâle, and passing thus through the long chain of mountains and lakes which make the land which lies between Jura and Alp so celebrated as the Delphi of modern Europe. It contains an excellent summary of the most useful hints for a tourist as to the geography and history of the places he is to visit, the dress he is to wear, the wines he is to drink, or, safer still, avoid, and, above all, the hotels he is to stop at, and last, not least, the bills he is bound to pay. The maps are excellent, particularly a sketch-map of the new St. Gothard Railway, with the levels, length of tunnel, and other particulars."—*Pictorial World.*

"This volume is also designated 'The J.E.M. Guide to Switzerland,' and is amply provided with maps, plans, pictures, and everything which can be of service to the tourist. One feature of the work is a series of special articles on glaciers, avalanches, mountaineering, moths and butterflies, dress, guides, hotels, baths and springs. The miscellaneous articles and special information are very complete, and the successive routes give manifold indications of places and objects of interest. Anything more complete and comprehensive in so handy a form cannot well be devised, and we recommend it heartily."—*The Queen.*

"One of the best guides to Switzerland that has ever been issued is the 'J.E.M.,' or 'The Alps and How to See Them,' edited by J. E. Muddock, a member of the French Alpine Club, and published by Messrs. Simpkin & Marshall (Messrs. Wyman & Sons). It is not a mere cut-and-dried book of information, though it contains everything that is desirable and obtainable in that way, with innumerable maps and charts, but there are chapters on glaciers and avalanches, one on moths and butterflies, sensible advice about dress, food, &c., and, in short, all that can be reasonably hoped for or expected in a guide-book."—*Lady's Pictorial.*

"This useful Alpine itinerary, now in its second year of publication, is distinct from simple English, French, German, or American guide-books in its combined Anglo-French character. The author, Mr. Muddock, is a member of the French Alpine Club, of large experience and intimate acquaintance with the regions described. He not only knows everything about them, but understands how to convey the knowledge to others. For thoroughness no guide to Switzerland can equal the 'J.E.M.' A

Digitized by Google

valuable feature is the introduction of special articles. We particularly notice that by Dr. Lang on 'The Moths and Butterflies of Switzerland, and How to Collect Them.' With its aid the tourist could take with advantage, in the midst of attractive surroundings, a first step in the study of the lepidoptera."—*Land and Water.*

"Very seasonably comes a new edition of the 'J.E.M. Guide to Switzerland,' the pleasantest as well as one of the most comprehensive that has ever been obtainable. Mr. J. E. Muddock, of the French Alpine Club, as the editor of the work, will earn the earnest thanks of every tourist who confides in him, for the thorough education which his book affords with regard to the country of the Alps. Eminently practical is every scrap of information it contains. The reader is relieved of all perplexity by the lucidity of the directions, their completeness in all necessary detail, and the simplicity of the plan. The accompanying maps are all that could be desired. There is a specially-designed route-map, and new maps of Switzerland, of the Pennine Alps, of the Upper Engadine, and Val Tellina, and other excellent illustrations. In a series of prefatory articles a variety of subjects are specially treated, such as 'Hotels and Pensions,' 'The Dress to Wear,' 'The Glaciers,' and 'Mountaineering,' each abounding in valuable hints and information. The whole style of the work is such as to distinguish it completely from the much-abused guide-book, and the price at which it is published gives it a final and conclusive recommendation."—*London Citizen.*

"Those who may be planning a trip to Switzerland should get 'The J.E.M. Guide: The Alps, and How to See Them,' edited by J. E. Muddock, of the French Alpine Club. Its contents include, besides the itinerary, a number of maps, plans, and views, and special articles on the hotels, the dress to wear, mountaineering, guides, glaciers, avalanches, the moths and butterflies, baths and springs. A third edition, improved, revised, and corrected, is now issued. (Simpkin, Marshall, & Co. Cloth, 464 pages, 4s. 6d.)"—*The Christian World.*

". . . Mr. Muddock has certainly compiled a very convenient little volume, and has supplied it with a good array of maps and plans." *John Bull.*

" As to contents they cannot be detailed in this short notice, but we may give an idea of their variety. There is a series of special articles, chatty, but full of very useful information for the general tourist. Then the routes are given so explicitly that the wayfaring man, though a very great fool indeed, cannot fail to find his way about in perfect ease. Every place and every sight in Switzerland are described minutely, and the body of the book is given up to the Alps, no fewer than

Digitized by Google

124 different routes being detailed. Besides these sections, itineraries for France, Germany, Italy, the Black Forest, and the Riviera are added, and a copious vocabulary and index complete what is certainly the nearest approach to a perfect and an infallible Guide-book yet published."—*The Bookseller.*

". The remarks about hotels are sometimes to be commended for their frankness. The price of the book also compares favourably with that of the older established guides of the same bulk."—*Athenæum.*

". We must admit that a work such as this claims to be is, at the price, a very desirable addition to the contents of the tourist's wallet."—*Knowledge.*

"Mr. Muddock's literary abilities are too well known to need any comment from us, but we cannot refrain from congratulating him on the completion of his useful Guide to Switzerland—a work that has been compiled with great care, not only in the arrangement of the subjects, but in small matters of detail. One of the features of this work is the numerous special articles, which, in a chatty and pleasant manner, convey information not likely to be found elsewhere. In addition to which there are itineraries for France, Germany, the Rhine, the Black Forest, the Italian Lakes, and part of the Riviera. The book has been printed from new type, and the maps, plans, and panoramas are well executed."—*Cook's Excursionist and Tourist Advertiser.*

"Probably there is no class of books which shows such wide variations in point of quality as do those that come under the general head of 'Guides.' Of these multitudinous works we have good, bad, and indifferent—a few of the first kind, many of the second, most of the last. As regards their prime essential—trustworthiness—they differ no less than the lighthouse from the Will-o'-the-Wisp, while their divergence in other respects, such as perspicuity, practicability, completeness, and so forth, is equally conspicuous. When, therefore, we meet with a Guide-book which possesses merits above the average, we are always disposed to give it a welcome; and this, we are happy to say, is the case with the publication now before us—'The J.E.M. Guide to Switzerland; or, The Alps, and How to See Them' (Simpkin, Marshall, & Co.). The volume, of which a second edition has been called for within a month of its original issue, is edited by Mr. J. E. Muddock, a member of the French Alpine Club, whose useful and pleasantly-written work on Davos-Platz as a winter health-resort has attained deserved popularity We are quite prepared to endorse Mr. Muddock's claim that even the most inexperienced person in Continental travelling may, with the help of the 'J. E. M.' Guide, traverse Switzerland from end to end without once having to refer to any other book.

Digitized by Google

"A noticeable feature of the work is the series of 'special articles,' agreeably put together, which convey information not easily to be found elsewhere. These include essays on the 'Moths and Butterflies of Switzerland,' 'Baths and Springs,' 'Avalanches,' 'Glaciers,' 'Mountaineering,' 'What to Wear,' 'Hotels and Pensions,' &c. The altitude of mountains, towns, and villages are given from the best authorities; approximate fares for carriages and steamboats, and fees for guides are likewise recorded; while a very large amount of miscellaneous matter of value and interest to tourists will be found detailed. A final word of praise must be bestowed on the numerous maps, plans, and 'views' with which the book is supplied, and which add greatly to its utility. A more generally-attractive and serviceable guide-book, at so reasonable a price, is not known to us."—*Exchange and Mart.*

"'The J.E.M. Guide to Switzerland' has mapped out a field for itself which it may very well occupy with advantage. . . . There are no points of interest altogether ignored, and there is never any failure at least to mention places and objects of interest. Maps, route-plans, panoramas, &c., are also freely added, and the descriptive articles on subjects likely to interest travellers are evidently the production of writers having practical knowledge of subjects with which they deal. The information all through the work is brought down to the latest date. Altogether we have seen no better Guide to Switzerland than this at the price."—*Scotsman.*

"May be classed among the very best Guide-books offered to a travelling public. We have not only full information regarding advisable routes and estimates of the requisite expenditure, but also valuable hints of a personal and practical character. The earlier pages of the book are devoted to a group of 'special articles,' treating of such subjects as 'Hotels and Pensions,' 'The Dress to Wear,' 'Glaciers,' 'Moths and Butterflies,' 'The Battlefields of Alsace and Lorraine,' 'Avalanches,' and 'Mountaineering.' With these we find little fault, and expect that they will serve to beguile in some measure the tedium of travelling, and at the same time add interest to 'letters home.' The itineraries for France, Germany, the Rhine, the Black Forest, the Italian Lakes, and part of the Riviera, are very complete. It is a cheap, exhaustive, and easily-used handbook." —*Glasgow Herald.*

"It consists of more than 400 pages of tolerably close, though easily read, type, packed hard with just the information the tourist wants; it has eighteen maps, panoramic views, and woodcuts. The route-map at the beginning is typical of the work. Written by one who lives and travels a great deal on the

Digitized by Google

Continent, it is thoroughly reliable and practical. With this Guide in his hand, the most unaccustomed traveller may traverse all the high roads through France, Belgium, and Germany to the Alps without the slightest difficulty. What the local 'A.B.C.' railway time-tables are to some large towns, the 'J.E.M.' Guide is to Switzerland; a child at school can understand and follow it. In addition to the usual guide information, it contains several articles on special subjects—for example, 'Hotels and Pensions,' 'Analysis of Honey found in Swiss Hotels,' 'Mountaineering,' 'What to Wear,' 'Glaciers,' 'The Moths and Butterflies of Switzerland, and How to Collect Them,' 'Avalanches,' and 'The Baths and Springs of Switzerland,' most of them contributed by writers specially up in their respective subjects. We have simply to add that no one who contemplates visiting Switzerland should fail to procure this Guide."—*Fife Herald.*

"This is the best and handiest Guide to Switzerland we have yet seen. The information on every matter requisite to be known by the traveller is very complete. The plan of the work is simple and clear, and there can be no difficulty in finding out any particular route for any given point. The 'General Hints to Tourists' will commend themselves from the necessary and minute information they impart. The principal sights in towns are mentioned, and the best routes from one point to another are pointed out. The cross-routes are also described, and, in short, nothing is omitted as to the places to see and how to see them. A number of maps, plans, panoramas, and illustrations give an additional value to the work. Having traversed some of the routes described by Mr. Muddock, we can vouch for the accuracy with which they are given. As the 'J.E.M.' Guide is the best and cheapest in the field, we have no doubt but that it will speedily become the tourist's favourite companion while enjoying his holiday in Switzerland. Every care has been taken by the editor to secure accuracy, and every opinion on hotels and localities may be relied on as thoroughly honest and independent judgment based on personal knowledge."—*Dundee Courier and Argus.*

"Mr. Muddock is a member of the French Alpine Club, and is thoroughly familiar with the ground over which he guides readers of his book, and his wide experience as a traveller enables him to provide in the most convenient and accessible shape precisely that sort of information which tourists require. There are nearly 400 pages of letterpress, besides illustrations, and large folded panoramic views of mountainous districts, with the names of peaks and glaciers, and the heights of mountains, besides a specially-designed route-map, &c. The new Guide tells how to get at the Alps, what the journey will cost, the routes to travel by, and the sights to see. The editor supplies his information in a clear style, and arranges it

Digitized by Google

in a way which renders it readily accessible. The book contains much that will instruct and nothing that can bewilder those who accept its guidance in a visit to the Alpine regions."—*Liverpool Daily Courier.*

"In one particular this excellent Guide-book has an advantage over its rivals, and that is in its wonderful cheapness. In another respect, too, this volume is in favourable contrast with other Guides. It does not confuse the reader by a constant reference to other pages, by unintelligible abbreviations, and masses of figures. It is, in short, as far removed as possible from the complexities of a Bradshaw's Railway Guide. Under the head of 'General Information,' Mr. Muddock gives many sensible hints and pieces of advice which, for the most part, derive weight from being founded on personal experience. One of the most useful things in this volume is a skeleton route-map, showing the principal routes into and out of Switzerland. The tourist is thereby enabled to see at a glance what towns he will have to pass through in approaching Switzerland from the French, Belgian, or German side, or as the case may be. The large coloured map of Switzerland is very comprehensive, as well as very accurate.

"We know, from the experience of a member of our staff who has tried it, that Mr. Muddock's Guide is as trustworthy as it is comprehensive and useful. The various tours which the traveller may take are quite artistically sketched out; and it is clear that, save in the matter of historical and scientific facts, of which the book contains not a few, Mr. Muddock writes from personal experience only. We are aware of no Swiss Guide so good as this, and certainly of none so cheap."—*Sheffield Daily Telegraph.*

"If it is indispensable that there should be Alpine tourists, it is certainly indispensable that they should be provided with Mr. J. E. Muddock's book. The work before us is precisely the book which should be in the hands of every one who even remotely contemplates becoming an Alpine tourist. Every form of information is here ready to his hand, illustrated generously by capital maps and panoramic views of the scenery which would meet his eye. Switzerland and its people, Alpine animals, and vegetation, Alpine nomenclature, passports, expenses, railways, carriages, hotels, routes to travel by, battlefields passed *en route*, mountaineering, what to wear, glaciers, avalanches, baths and springs, Chamounix, Mont Blanc, the Simplon, the St. Gothard Pass, Berne, Zurich, the Italian Lakes, and a thousand other matters are all intelligibly treated by one who evidently knows what he is talking about. To the intending Alpine visitor we would only give one word of advice, Obtain a copy of Mr. Muddock's book, and you will enjoy your trip all the better for its perusal."—*Derbyshire Courier.*

Digitized by Google

" Another work of Mr. Muddock's has just come to hand, namely, his 'J.E.M. Guide to Switzerland: The Alps, and How to See Them.' It consists of a third edition, improved, revised, and corrected, and, so far as can be judged, seems quite perfect of its kind. What with its ample letterpress and numerous maps, it should prove invaluable to travellers in Switzerland."—*Derby Mercury.*

"This elaborate handbook, otherwise called 'The J.E.M. Guide to Switzerland,' edited by J. E. Muddock, a member of the French Alpine Club, contains a mass of information. . . . The routes are laid out from Geneva to Bâle; special articles are given on 'Hotels and Pensions,' 'The Dress to Wear,' 'Glaciers,' 'Mountaineering,' 'Avalanches,' 'Baths and Springs,' 'Battlefields of Alsace, Lorraine, &c.,' and there are itineraries for France, Germany, the Rhine, Black Forest, the Italian Lakes, and part of the Riviera. A number of maps, plans of towns, panoramas, and illustrations are given, which will be found very useful."—*Leicester Journal.*

"This third edition of a very full, explanatory, and useful Guide to all parts of Switzerland, is illustrated with a large number of excellent maps, route-maps, plans and panoramic views of the mountains, enlivened with special history articles, very interesting, and full of useful information for general tourists, more than one hundred different routes being detailed, besides which, France, Germany, Italy, the Black Forest, and the Riviera are added. The vocabulary and large index complete one of the best and most descriptive books of the kind ever published."—*Cambridge Express.*

"Contains much useful information for tourists in Switzerland. It is accompanied by maps and plates, and is issued at a moderate price."—*Manchester Courier.*

"One of the most comprehensive and compact guides we have seen is the 'J.E.M.' Guide to Switzerland. It is written in an excellent style, and conveys in small compass a vast amount of information about distances, fares, hotels, &c., together with concise descriptions of the most interesting sights in Switzerland; it is not too brief to be interesting, and it is diffuse enough for all general purposes, being written by a gentleman well acquainted with his subject. To the Guide proper is prefixed several well-written articles, which with much other useful information help to make up a book which should be in the hand of every tourist, who will also find much help from the clear maps, plans, &c., which add to the value of the work."—*Keble's Margate and Ramsgate Gazette.*

London: Hamilton, Adams, & Co. Paternoster Row.

Digitized by Google

Digitized by Google

Digitized by Google

Digitized by Google

Digitized by Google



Digitized by Google

Digitized by Google